



2005 - 2009

# Five Year Transportation Program









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GOVERNOR

STATE OF MICHIGAN  
**DEPARTMENT OF TRANSPORTATION**  
LANSING

GLORIA J. JEFF  
DIRECTOR

January 2005

Dear Friend:

The Five Year Transportation Program is a transportation blueprint for 2005 through 2009. We use this plan to communicate with Michigan citizens, to maintain stable program delivery, as a critical control point for managing our financing strategies, and to ensure that the Michigan Department of Transportation (MDOT) meets its commitments to the motoring public.

The 2005-2009 Five Year Transportation Program includes highways, bridges, public transit, rail, air, marine and non-motorized transportation. MDOT is responsible for developing a transportation system that makes every citizen mobile, fuels the state's economy and enhances the quality of life in every community. We are equally committed to improving safety and encouraging public involvement.

MDOT's 2005-2009 Five Year Transportation Program comes at the start of our second century. Fifty years ago, we were beginning to build the "Mighty Mac" Bridge that links Michigan's upper and lower peninsulas. Today, MDOT is building a bridge to a 21st century with an integrated transportation system. Such a system will leverage technology and partnerships to move people, goods, services and information to further strengthen Michigan's global competitiveness and our connections with our neighbors, communities, other states, and our international partners in Canada and overseas.

If you have questions about the Five Year Transportation Program and its impact on your community, I encourage you to contact one of MDOT's 26 local Transportation Service Centers (TSCs). A map showing our seven regions and TSCs appears on page 49 of this report. Specific TSC addresses and phone numbers can be found in the white pages of your local telephone directory or online at [www.michigan.gov/mdot](http://www.michigan.gov/mdot). To communicate directly with us, please call our toll-free telephone number at 1-888-296-4546. You also can e-mail me at [mdotdirector@michigan.gov](mailto:mdotdirector@michigan.gov).

We look forward to your input.

Sincerely,

A handwritten signature in cursive script, reading "Gloria J. Jeff", followed by a vertical line.

Gloria J. Jeff  
Director



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Providing the highest quality integrated transportation services  
for economic benefit and improved quality of life.

2005-2009  
Five Year  
Transportation  
Program

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Program Strategies and Statistics



# **2005-2009 Five Year Transportation Program**

## **Program Strategies and Statistics**

The Michigan Department of Transportation (MDOT) FY2005-2009 Transportation Program continues to implement the goals and policies outlined by the State Transportation Commission, emphasizing preservation of the transportation system and providing safe mobility to motorists. The program focuses on making government effective, efficient, and inclusive; providing a safe and secure transportation system; protecting natural resources, air quality, and improving land use practices; and providing economic development opportunities as set forth in Governor Granholm's vision for improving the quality of life and the business climate throughout the State of Michigan.

MDOT will continue to emphasize and strengthen partnering efforts with transportation stakeholders and the general public throughout this five-year transportation program.

As a result of the outstanding partnerships MDOT has with its stakeholders, the M-6 (Paul B. Henry Freeway) project in southern Kent and Ottawa Counties was completed four years ahead of schedule. For more detailed information, please see the accomplishment section of the Grand Region on page 70.

MDOT will also continue to implement processes developed at workshops and stakeholder meetings to incorporate context sensitive solutions into transportation projects, and we will hold public listening sessions on future Five Year Transportation Programs. We are also improving the process of tracking public engagement at the regional level, thereby enhancing local communication and follow up with transportation industry partners and the general public.

Roadway usage on all roads in Michigan rose to 97.8 billion annual vehicle miles traveled (AVMT) in the year 2000. This is a 17 percent increase from a decade ago. Traffic volume and trend information for Michigan's state highway system are major inputs into MDOT's long-range strategies. Since 2000, Michigan has seen a four percent rise in travel on the state trunkline system. Although the state trunkline system comprises only eight percent of Michigan's roadway network, it currently (2004) carries 53 percent (53.6 billion) of total statewide traffic. Travel on state trunkline highways is expected to grow 27 percent to 65.5 billion AVMT in 2025. This is shown on Table A.

Table A also shows the percentage of state trunkline AVMT which occurs under congested conditions. Briefly, traffic flow is characterized by its Level of Service, or LOS. Alpha letter codes for LOS are defined in the 2000 Highway Capacity Manual for inventory data as A-F. Congested conditions are defined as Level of Service F. These conditions represent a volume-to-capacity ratio greater than or equal to 1.

Michigan's freeway system alone carried 57 percent of the AVMT on the state trunkline system in 2000 (see Table A). In that same year, 10 percent of the freeway AVMT (4.9 billion) occurred under congested conditions, based on the definition above. Highway travel in Michigan continues to increase, and with little new road capacity built, urban traffic congestion has worsened.

AVMT has increased by more than half in two decades and nearly a quarter of Michigan's urban interstates and freeways are congested. It is projected that travel on the entire freeway system will grow an additional 24 percent by the year 2025. By 2025, travel under *congested* conditions on the freeway system is projected to increase by 49 percent, to 7.3 billion AVMT (see Table A).

Table A

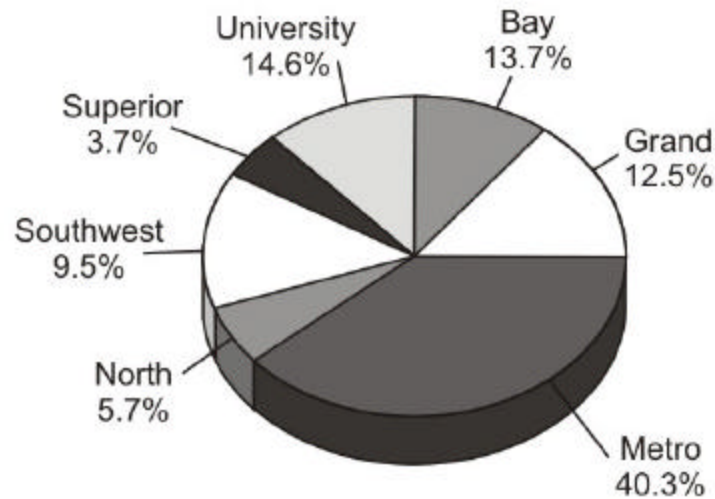
**Annual Vehicle Miles of Travel (AVMT) on State Trunkline System**

		2000			2025		
		In Billions	percent of System	percent of Total	In Billions	percent of System	percent of Total
<b>Freeway System</b>	UnCongested	24.3	83	47	29.3	80	45 percent
	Congested	4.9	17	10	7.3	20	11 percent
	Total	29.3	100	57	36.6	100	56 percent
<b>Non-Freeway System</b>	UnCongested	20.5	92	40	24.9	86	38 percent
	Congested	1.7	8 %	3 %	4.0	14	6 %
	Total	22.2	100	43	28.9	100	44 percent
<b>Total State Trunk-line System</b>	UnCongested	44.8	87 %		54.3	83 %	
	Congested	6.7	13 %		11.2	17 %	
	Total	51.5	100 %		65.5	100 %	

Congested conditions are defined as Level of Service F. These conditions represent a volume-to-capacity ratio greater than or equal to 1.

## Region by Region Comparisons\*

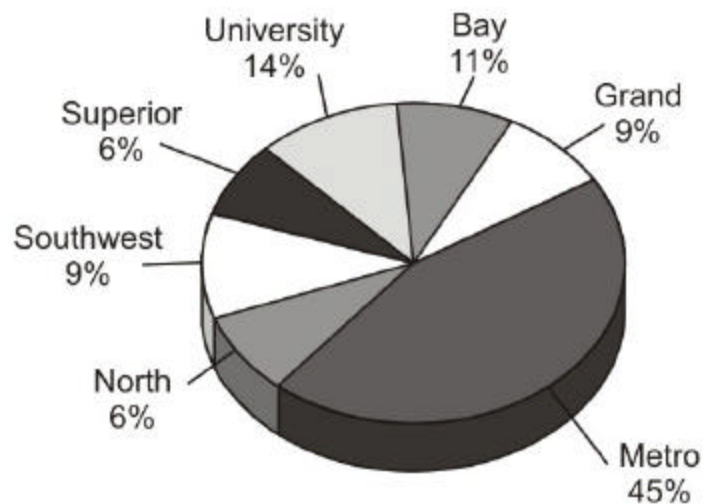
### Population Percentage by Region



Source: US Census Bureau, County Population Estimates July, 2003

## Region by Region Comparisons

### Five Year Program



\* Includes road repair and rebuild, bridge preservation, capacity improvements and new roads.

Preservation of Michigan's existing transportation system and the safety of that system remain MDOT's highest priorities. This Five Year Transportation Program will invest more than \$5.9 billion on system preservation through the repair and maintenance of Michigan's roads and bridges. In addition, more than half of the investment programmed for capacity improvements will go toward preserving existing roadway adjacent to those new lanes, thereby helping to grow Michigan's economy simultaneously through both preservation and capacity enhancement. Investments in Michigan's transportation system will focus on a comprehensive safety program and increase emphasis on elderly mobility and expanded work zone safety efforts.

This edition of the Five Year Transportation Program continues the implementation of Governor Granholm's *Preserve First* initiative which began in 2003. The *Preserve First* program places an increased emphasis on preserving our transportation system rather than expanding it.

MDOT has made substantial progress toward our future pavement condition goal of having 95 percent of the freeways and 85 percent of the non-freeways in good condition by 2007. The *Preserve First* focus will allow us to improve the condition of our roads and bridges to protect the investments of Michigan taxpayers.

*Preserve First* provides approximately \$317 million in additional road and bridge preservation work over the next three years, beginning with the 2005 program. These projects were selected based on a statewide needs evaluation, focusing on freeways and routes carrying high volumes of traffic. An additional \$54 million will be directed to our Safety, Enhancement and Noise Abatement programs for the period covering 2005-2007. *Preserve First* will help ensure continued progress and success in reaching the department's pavement and bridge condition goals.

### **Economic Benefits**

Transportation plays a fundamental role in supporting and growing Michigan's economy and protecting quality of life in our communities. A safe, well maintained and efficient transportation system provides the backbone for all economic activity within the State of Michigan. Without this comprehensive transportation system, Michigan's economy would be at a great competitive disadvantage and the quality of life within our communities would greatly deteriorate. MDOT's investments to maintain Michigan's complex infrastructure network results in benefits both for Michigan's overall economy and for its industry sectors individually.

In 2004, MDOT conducted a study in consultation with the University of Michigan's Institute of Labor and Industrial Relations and the Economic Development Research Group to assess the economic benefits associated with MDOT's road and bridge program. To estimate the impact MDOT's road and bridge investments has on Michigan's economy, an economic/demographic model constructed by Regional Economic Models, Inc. (REMI) of Amherst, Massachusetts was used and adapted by the University of Michigan.

The findings of this study show that in 2005, MDOT's road and bridge system investments will support \$1.539 billion in 2004 dollars of economic activity, measured in terms of Gross State Product, and will create 26,550 jobs. As shown in the table below, a large portion of these employment opportunities benefit the state's construction industry, with the remaining employment opportunities providing the state's economy longer-lived employment growth.

Employment Benefits of MDOT's Road & Bridge Program By Industry, 2005–2009					
Industry	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>
Total employment	26,550	21,040	20,670	19,410	19,240
Manufacturing	1,012	810	796	771	775
Out-of-state tourism	295	228	225	213	213
Other nonmanufacturing	25,243	20,002	19,649	18,426	18,252
Construction	9,881	7,807	7,396	7,006	6,818
Professional services	4,693	3,535	3,442	3,112	3,052
Business services	1,270	995	986	940	948
Trucking	137	110	109	107	109
Other	9,262	7,555	7,716	7,261	7,325
Note: Out-of-state tourism consists of air transportation (54.5 %), hotels (65.6 %), recreation (11.4 %), eating and drinking (8.0 %), other retail (5.0 %), and auto repair (2.9%).					

Over the life of the 2005-2009 Five-Year Program, MDOT estimates its investment will cumulate to provide \$6.541 billion of real Gross State Product benefits.

Investments made on the multi-modal segments of Michigan's transportation system also contribute significant benefits to Michigan's economy. The American Public Transit Association estimates that for every \$10 million spent on transit capital investment, 314 jobs are created. Similarly, every \$10 million spent on transit operations, creates an estimated 570 jobs. Based on these national findings, MDOT estimates its transit capital and local bus operational system investments will support 11,333 jobs in 2005 (*Source: American Public Transit Association, October 1999. Public Transportation and the Nation's Economy: A Quantitative Analysis of Public Transportation's Economic Impact*).

Aviation activities contribute over \$10 billion annually to Michigan's economy. MDOT's Airport Improvement Program directly supports many sectors of Michigan's economy. Past studies have demonstrated that for every million dollars invested on aviation construction projects, 43 jobs are created. In 2005, MDOT estimates that its Airport Improvement Program will create 9,331 jobs.

According to the Association of American Railroads, approximately 70 percent of the automobiles built in the United States move by rail.

In a typical year, railroads carry a million or more carloads of finished vehicles, plus several hundred thousand carloads of automotive parts and accessories. The State of Michigan's economy and more specifically the automotive manufacturing sector greatly benefits from MDOT's continued investments to the rail freight infrastructure and safety program.

In total, MDOT estimates that its 2005 Transportation Program will generate 47,215 jobs which will directly benefit Michigan's economy.

MDOT's FY2005-2009 program increases emphasis on providing every Michigan citizen with business transportation choices and access, while maintaining and preserving our critical transportation assets.

Through balanced and comprehensive investments in Transportation Economic Development Fund grants, Transportation Enhancement grants, public transit providers, intercity bus lines as well as passenger rail and rail freight systems, MDOT's FY2005-2009 program increases emphasis on providing every Michigan citizen with business transportation choices and access, while maintaining and preserving our critical transportation assets.

### **Public Involvement/Outreach**

MDOT held or participated in approximately 200 public meetings during the 2004 calendar year. These public meetings are generally related to projects requiring environmental impact statements and assessments. MDOT also regularly participates in local public meetings to discuss MDOT projects and works closely with metropolitan planning organizations (MPOs) to develop our transportation plans and programs.

MDOT's Web site provides a wide variety of information including: construction project information, news releases, truck weight and transport permit information, as well as links to doing business with MDOT including construction and service prequalification. MDOT also provides over 35 on-line publications. Please visit our Web site at [www.michigan.gov/mdot](http://www.michigan.gov/mdot)

In an effort to continue the valuable input from stakeholders and concerned citizens regarding our transportation system, Michigan's second Transportation Summit took place in Lansing on December 15, 2004. The focus of the Transportation Summit was to continue to build on the collective vision for transportation in our state that addresses important issues like the economy, protecting our environment and improving the quality of life for our citizens.

Attendees of the Summit included transportation industry partners, citizens, members of the legislature, academia and the federal governments of the U.S. and Canada. Working together, they have created a vision and a set of action plans for the future of transportation in Michigan.

As part of our continuing public involvement, MDOT posted the draft 2005-2009 Five Year Transportation Program on our website during the week of December 13, 2004 for a short public comment period. MDOT also conducted 21 listening sessions statewide during January 2005. The listening sessions were coordinated by our Office of Communications and our region offices.

The meetings were held at various Transportation Service Center (TSC) locations throughout the state. Approximately 200 people attended these sessions. The attendees included 86 local government officials, 36 unaffiliated citizens, 33 community and business group leaders, and 80 State of Michigan employees.

Comments from many regions referred to the administering of the Preserve First Program, maintaining the current infrastructure, and improving the efficiency of Michigan's current transportation network. To accomplish preservation goals, several regions indicated a need for an increased fuel tax.

Many comments also related to the goal of Strengthening the State's Economy. Public statements from the Superior Region and other regions emphasized the tourism industry's need for an effective, attractive and multi-modal transportation network.

Also, the goal of Basic Mobility was raised in regard to securing and increasing transit funding. In the Grand Region, comments involved increasing transit options within the cities as well as the region, specifically the need for high-occupancy transit, i.e. light rail and others.

Considerable praise was expressed for the work done across the State in recent years. During the listening sessions the public has complimented the success of the M6 freeway through southern Kent and Ottawa Counties and the speed of its completion, the improved safety and efficiency of the I96/Beck Rd interchange in Novi, and the Superior Region notes that 'great progress has been made since 1997. The attendees of the Superior Region meeting noted increased safety on US-2 and US-41 and improved maintenance throughout the region.

Summaries of the listening sessions that were held through January are included in the appropriate Region narratives beginning on page 48.

**2005-2009  
Five Year  
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**Revenue Assumptions and  
Investment Strategy**



# **2005-2009 Five Year Transportation Program**

## **Revenue Assumptions and Investment Strategy**

### **Federal Revenue Assumptions for Highways**

The Transportation Equity Act of the 21<sup>st</sup> Century (TEA-21), the federal legislation which funds highway and transit projects, is now operating under a sixth short-term extension which expires May 31, 2005. The next federal transportation bill will determine how much federal funding Michigan will receive for roads, bridges and transit during the next six years.

The latest extension of TEA-21 continues federal surface transportation programs at funding levels slightly higher than the previous fiscal year. Nearly \$2 billion in Fiscal Year 2004 funds that had been reserved for earmarking will be distributed by formula to the states in Fiscal Year 2005. In addition, corrections were made to compensate states, including Michigan, that were hurt by updated gasoline consumption numbers in the previous extension. These provisions are worth approximately \$80 million to Michigan this year.

Despite the fact that we are beginning our second fiscal year without a federal transportation bill, MDOT has been able to deliver a comprehensive program based on the Governor's Preserve First Initiative and the State Transportation Commission policies. Our investment strategy for the 2005-2009 program strives to use the limited resources that have been provided to continue to implement a comprehensive program that will benefit Michigan's citizens.

The federal aid revenue estimate used to develop the 2005-2009 Five Year Transportation Program for highways is based on MDOT's share of the fiscal year 2003 Federal Aid Highway Program obligation authority of \$31.6 billion nationally. Due to the lack of a new federal highway bill, MDOT has been working under a series of continuing resolutions to partially federal fund our highway program. For planning purposes, FY 2003 is the last full year of federal apportionments available. MDOT has continued assuming a 3.2 percent increase compounded annually over the 2003 levels. Expected federal revenues total \$3.632 billion over the 2005-2009 Five Year Transportation Program timeframe.

### **State Revenue Assumptions for Highways**

The state aid revenue estimate used to develop the 2005-2009 Five Year Transportation Program for highways is based on MDOT's share of the fiscal year 2004 and fiscal year 2005 Michigan Transportation Fund (MTF) as estimated by the Department of Treasury, Economic and Revenue Forecasting Division. Future year state revenue is forecasted using a long range forecasting model.

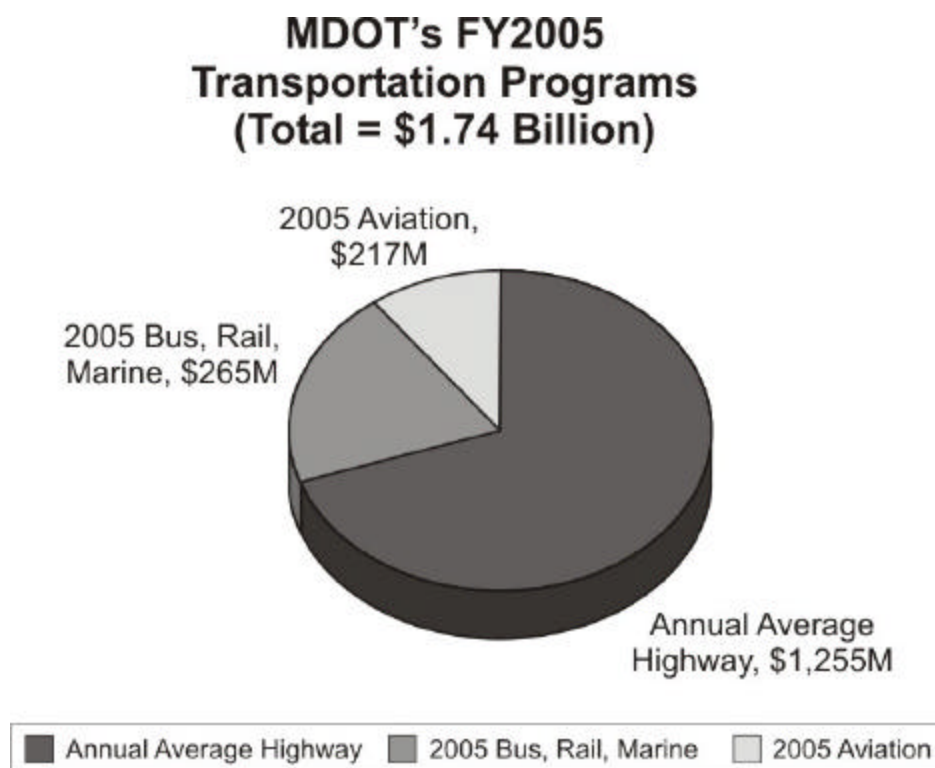
The State revenue estimate accounts for the Diesel Fuel Simplification package and other legislative changes to the MTF (Transportation Administration Collection Fund and trailer registration fees) as signed into Michigan law in 2003.

MDOT's state transportation revenues available for the capital road and bridge program (including routine maintenance) total \$2.786 billion during the 2005-2009 Five Year Transportation Program timeframe.

This Five Year Transportation Program includes a total of \$323 million in bond revenue. This total represents \$260 million in new bonds scheduled for 2006 and \$63 million of unobligated bond revenue from the \$200 million bond issue in 2004. It is assumed that MDOT will convert existing short term notes to long term debt beginning in 2006.

## **FY 2005-2009 Investment Strategy**

This Five Year Transportation Program invests more than \$6.77 billion in MDOT's transportation system. This includes five years of investments in the highway program (Fiscal Year 2005-2009) and one year of investments (FY2005) in the aviation, bus, rail and marine programs. In fiscal year 2005, nearly \$217 million will be invested in the aviation program; nearly \$268 million will be invested in the bus, rail and marine/port programs. An annual average of \$1.255 billion will be invested in the highway program over the 2005-2009 timeframe, including routine maintenance. This investment level is not only fiscally responsible, but supports a program that ensures the preservation and improvement of our transportation network. See the following chart:



## **2005-2009 Highway Program Investment Strategy**

Our five-year investment strategy is a key component of the cooperative planning process and provides the public with a longer term perspective regarding the transportation program. New technology makes it possible to combine long-term goals with current condition data to generate a five year program as well as integrate the data to coordinate road and bridge improvements and achieve new investment efficiencies.

The Michigan Department of Transportation (MDOT) FY2005-2009 Highway Program investments will total approximately \$6.28 billion including pre-construction phases (project scoping, environmental clearance, design, right-of-way acquisition) and construction projects.

This five year transportation program will provide Michigan travelers with an average of approximately 390 miles of improved roads in each of the next five years, as well as repairs to an average of 350 bridges per year. We will also manage our road system by extending the life of approximately 1,500 miles of pavement each year through the Capital Preventive Maintenance (CPM) Program. The investment of the Five Year Highway Program totals \$6.28 billion from 2005 to 2009 or approximately \$1.255 billion annually. The following charts depict MDOT's 2005-2009 Road and Bridge Program Investment Strategy.

## MDOT's Five Year Road and Bridge Program

<i><b>REPAIR AND REBUILD ROADS AND BRIDGES</b></i>	<i><b>Annual Average</b></i>	<i><b>Five-Year Total</b></i>
<b>REPAIR AND REBUILD ROADS</b>		
Preserve Roads (Rehabilitation and Reconstruction) <sup>(1)</sup>	\$ 410 million	\$ 2,052 million
Non-Freeway Resurfacing	\$ 11 million	\$ 55 million
Passing Relief Lanes <sup>(1)</sup>	\$ 9 million	\$ 45 million
<b>TOTAL REPAIR AND REBUILD ROADS</b>	<b>\$ 430 million</b>	<b>\$ 2,152 million</b>
<b>MAINTENANCE ACTIVITIES</b>		
Routine Maintenance	\$ 269 million	\$ 1,344 million
Capital Preventive Maintenance (CPM) - Road	\$ 95 million	\$ 476 million
<b>TOTAL MAINTENANCE</b>	<b>\$ 364 million</b>	<b>\$ 1,820 million</b>
<b>BRIDGES (Rehabilitation and CPM)</b>	<b>\$ 196 million</b>	<b>\$ 980 million</b>
<b>TOTAL REPAIR AND REBUILD ROADS AND BRIDGES</b>	<b>\$ 990 million</b>	<b>\$ 4,952 million</b>
<b>CAPACITY IMPROVEMENTS <sup>(5)</sup> AND NEW ROADS</b>		
Capacity Improvements <sup>(1)</sup>	\$ 58 million	\$ 292 million
Research Capacity Improvements	\$ 6 million	\$ 30 million
New Road Construction <sup>(1)</sup>	\$ 2 million	\$ 10 million
Research New Roads	\$ 3 million	\$ 13 million
<b>TOTAL CAPACITY IMPROVEMENTS &amp; NEW ROADS</b>	<b>\$ 69 million</b>	<b>\$ 345 million</b>
<b>SAFETY PROGRAMS</b>	<b>\$ 55 million</b>	<b>\$ 274 million</b>
<b>OTHER</b>		
Federal Mandates <sup>(2)</sup>	\$ 81 million	\$ 407 million
TEDF <sup>(3)</sup>	\$ 2 million	\$ 9 million
State Programs <sup>(4)</sup>	\$ 58 million	\$ 288 million
<b>TOTAL OTHER</b>	<b>\$ 141 million</b>	<b>\$ 704 million</b>
<b>TOTAL FIVE-YEAR TRUNKLINE PROGRAM</b>	<b>\$ 1,255 million <sup>(5)</sup></b>	<b>\$ 6,275 million <sup>(5)</sup></b>

Source: Estimated Capital Outlay Program Template

1 Project lists included in the Five Year Road & Bridge Program document. Preserve First funding included.

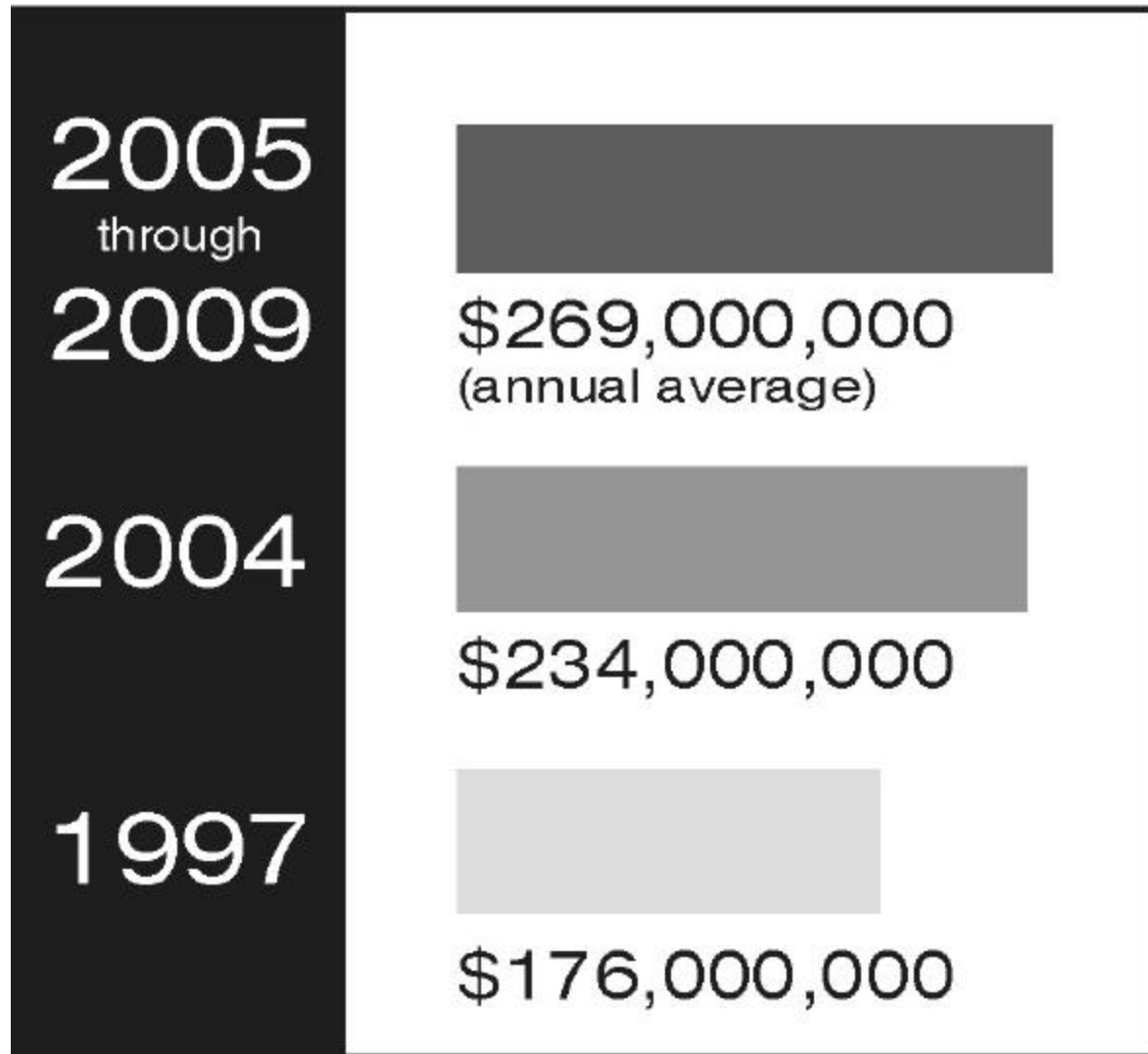
2 Includes CMAQ, Enhancement, ITS, Noise Abatement and other programs.

3 TEDF is the Transportation Economic Development Fund.

4 State programs include the Michigan Institutional Roads (MIR) program, Non-discretionary "M" Program, State Railroad Crossing program, Program Development and Scoping, Advanced ROW Acquisition, Jurisdictional Transfers, and Carpool Parking Lot program.

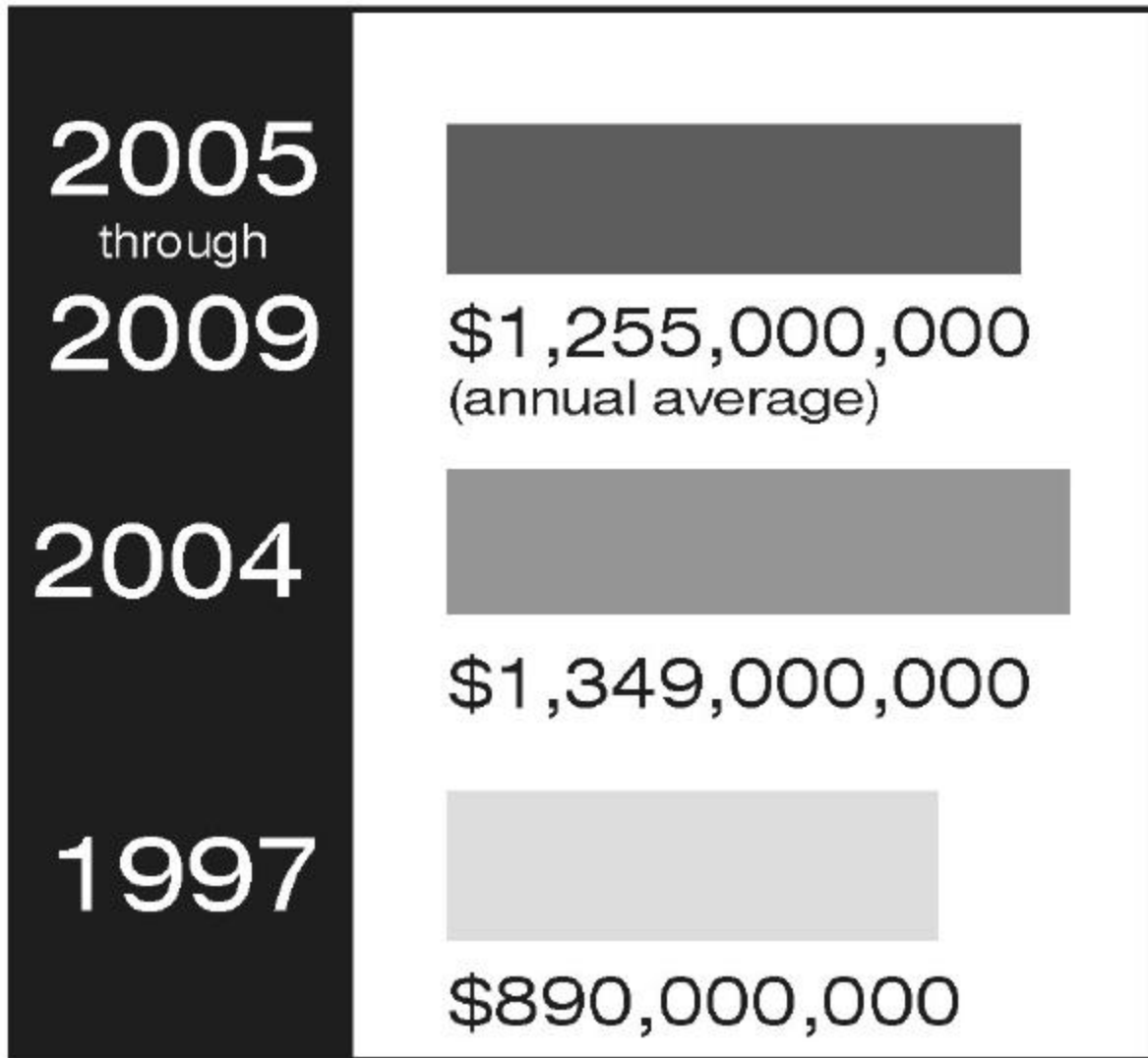
5 A substantial portion of a CI project is preservation of the existing road.

## Annual Routine Maintenance Budget

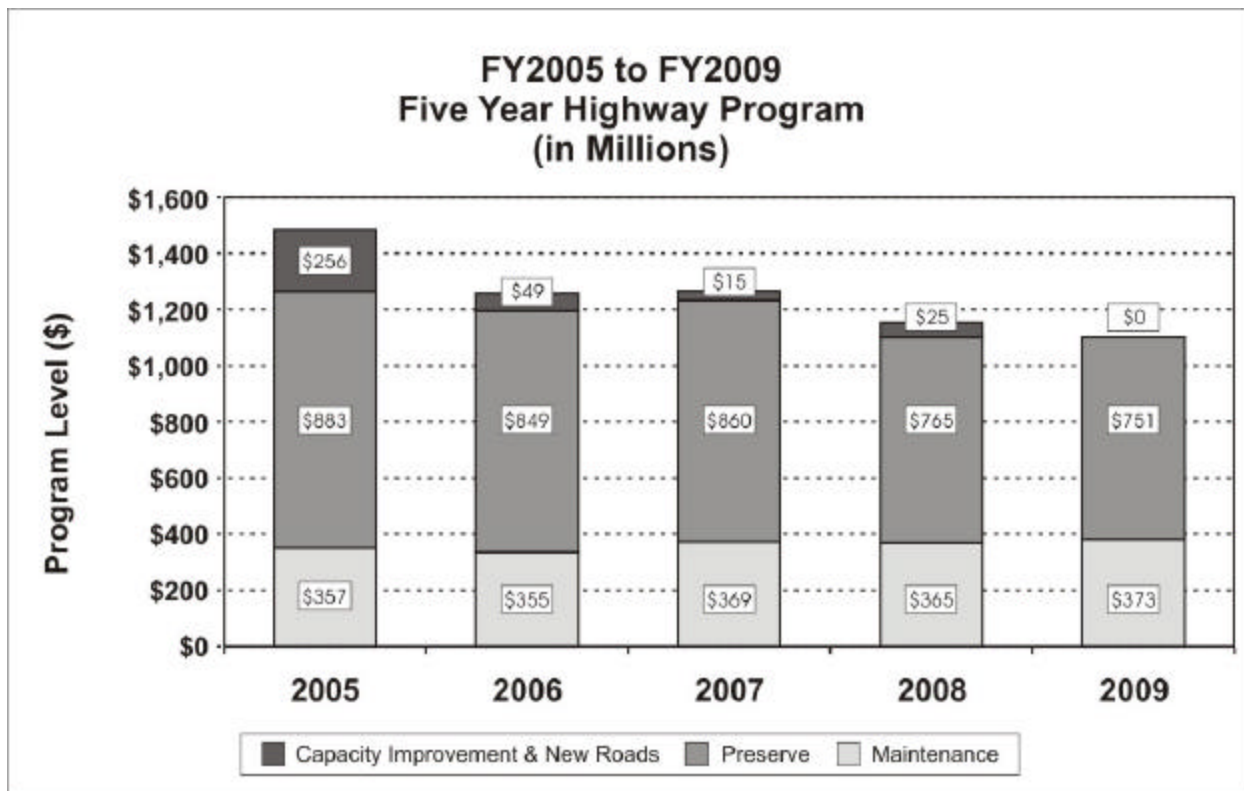


Beginning in 2005 and continuing through the life of this Five-Year Program, an average of \$269 million per year will be spent for routine maintenance. Routine maintenance consists of many important day-to-day activities including pothole filling, snow plowing, sweeping, and grass cutting. This effort continues the increased funding for routine maintenance beyond the \$176 million spent in 1997.

## Annual Road and Bridge Investments



Each year from 2005 to 2009, MDOT will invest an average of \$1.255 billion to improve approximately 390 miles of road and approximately 350 bridges on the state highway system. Routine maintenance activities also are included in this investment level.



The FY2005-2009 Highway Program focuses on preserving and maintaining the state's roads and bridges. This is accomplished through a combination of long-term fixes (reconstruction), intermediate fixes (resurfacing/rehabilitation), an aggressive capital preventive maintenance program, as well as routine maintenance. The above chart demonstrates the emphasis on preservation of our system.

## **FY2005 Multi-Modal Program Investment Strategy**

MDOT undertakes additional aeronautics activities funded via its operating appropriations. These include actions to increase aviation safety, pilot knowledge and skills; undertake airport and flight school licensing, aircraft registration, and increase the number of airports capable of all-weather access.

The FY 2005 Michigan Department of Transportation (MDOT) appropriation act (Act Number 361, Public Act of 2004) provides funding for the Multi-Modal Transportation Services Bureau (MMTSB) and the associated programs in Sections 114 through 118. This includes funding for aeronautics, local and intercity transit, and rail freight and rail passenger, and port and marine.

### **Aviation**

MDOT FY 2005 Airport Improvement Program (AIP) provides funding for approximately 236 public-use airports for capital improvement projects and pavement maintenance. Of the 236 eligible airports, 93 airports receive federal entitlement funding as part of the National Plan of Integrated Airport Systems.

As the majority of Michigan's public-use airports that receive federal entitlement funds are owned and operated by local governments, projects using these funds are selected by the airport sponsors and not MDOT.

MDOT can and does provide supplemental funding for many projects and makes the decision which projects receive these supplemental funds. The Federal Aviation Administration (FAA) also provides supplemental funding for projects at airports that the FAA selects. In addition, there are state and local funded only projects that are used for both the federally eligible and non-eligible airports. The anticipated program level for Michigan's Airport Improvement Program is \$217 million. All of the projects accomplished using these funds will provide safety and security benefits. Additionally, there are infrastructure preservation benefits and capacity improvements. In addition to the projects contacted through MDOT, the airports contract direct for a significant amount of work using these funds. These funds will be used to support the programs mentioned above. The breakdown by airport classification is as follows:

Primary Airports.....	\$137.0 million
General Aviation Airports .....	\$79.5 million
State Wide Programs.....	\$0.5 million

**FY 2005 Airport Improvement Programs.....\$217.0 million**

### **Aeronautics and Commission Administration/Management**

The Michigan Aeronautics Commission (MAC) is responsible for the safe development of aviation in Michigan, and in concert with federal and local governments, to maintain safe and cost effective facilities that will serve the needs of commercial and private air users.

In addition, the Commission undertakes efforts to improve the accessibility of Michigan communities by facilitating retention and development of commercial passenger and freight services. Programs and activities provide for the protection and promotion of safety, effecting uniform laws relating to development and regulation of aeronautics; developing and implementing aeronautical rules and regulations, developing a statewide system of airports; developing and implementing programs to improve commercial passenger and cargo service, developing and implementing methods to insure the future of Michigan's airport system, minimizing the loss of public use airports; elimination of costly and unnecessary duplication of functions, coordinating activities and programs with federal authorities, all to be done to further the public interest and aeronautical progress within the State of Michigan.

The following information list many programs administered by the Aeronautics Commission.

### **Operation of State Airports**

The MMTSB is responsible for the operation of state-owned airports. This responsibility currently extends to five airports. These responsibilities are all currently delegated, through contractual agreements, to various public and private agencies. These state owned aeronautical facilities include: Romeo State Airport, Plymouth-Mettetal Airport, Linden-Price Airport, Houghton Lake State Airport, Mackinac Island Airport.



The Sidnaw Prickett-Grooms Field facility has been permanently closed and the property is in the process of being removed from the list of airports open to the public.

### **Air Service**

Michigan's aviation system in 2003 served over 37 million passengers on scheduled air carrier aircraft at 18 commercial service airports. As emphasized by the \$32.9 billion in goods exported internationally in 2002, Michigan's commerce depends upon a quality multi-modal transportation system. Aviation is an important element of that system, transporting both people and goods quickly, safely, and efficiently. Additionally, Michigan's extensive tourism industry requires efficient air transportation to support development. Since Michigan is removed from the nation's primary east/west highway corridors and has a peninsular geography, quality air service is essential for access to and from many Michigan communities and to support our state's economic growth.

### **Air Transport**

The Air Transport program provides aircraft, pilots, and mechanics in support of MDOT's role in airport inspection, navigation aid and weather systems maintenance, safety and education, airport development programs as well as other MDOT responsibilities and program activities. Secondly, the air transport program is responsible for providing safe, efficient and reliable air transport service to the executive, legislative and judicial areas of government and other state agencies.

Air Transport also provides and maintains aircraft to support the mission of MDOT including land use determination, and aerial photography for highway design/survey. Air Transport personnel provide support for other MDOT activities and provide maintenance for all its aircraft, limited maintenance of Department of Natural Resources, Department of Military and Veterans Affairs, and Michigan State Police aircraft.

### **Aviation Safety and Education**

The Aviation Safety program has two components. An internal safety and training program is designed to provide recurrent training for the MDOT's pilots and aircraft maintenance personnel. The second component of the safety program is an active external safety initiative for Michigan pilots. This program is conducted in cooperation, and under the terms of a Memorandum of Understanding, with the Federal Aviation Administration.

The Aviation Education program is primarily for teachers in the K-12 schools. It is designed to show educators how aviation concepts can be included in everyday classroom activities as a motivator for learning. The program also seeks to promote aviation as a career option for young people.

### **Aeronautics Capital Improvement Program**

MDOT maintains and updates a five-year funding program based on available federal funding and information provided for the airport authorities. The program provides a view of funding needed in the future at each of the public-use airports. Any capital improvement project involving state or federal funds must be environmentally cleared. MDOT has been appointed by FAA to act as lead agency for environmental review.

MDOT staff review and coordinate environmental documentation on all airport projects and maintains an updated as-built construction file for all state capital improvement projects. MDOT coordinates Disadvantage Business Enterprise (DBE) requirements with airport sponsors and the FAA, which involves developing DBE programs for sponsors involved with federal and state funded projects.

The Aeronautics Capital Improvements Program consists of the following components:

### **Federal/State/Local Grants**

This program involves the administration of federal, state, and local funds for capital improvement projects to over 100 eligible state airports. Eligible airports are required to adhere to an airport master plan, environmental property acquisition, and contractual requirements for airport sponsors.

The Bureau prepares a statewide program for airport development and manages individual program projects. The majority of these grants are 95 percent federal, 2.5 percent state match, and 2.5 percent local match.

### **State/Local Grants**

This program matches state and local funds for capital improvement projects. State funds must be matched by local funds at a 50-50 basis or under the small airports program, at a 90-10 ratio. This program is targeted to smaller projects, or to projects that do not meet the federal funding or eligibility criteria.

### **Airport Loans**

The program consists of administering airport sponsors' requests for loans to Michigan airports. Loans are issued to publicly-owned airports for airport improvement projects on a priority basis and are allowed to borrow up to \$100,000. The interest rate is established by the state treasurer and has a maximum of six percent. The repayment schedule dictates yearly installments for a 10-year period or less. Loans can be used for local-only projects or as part of the airport sponsor's match in state/local or federal/state/local projects.

### **Airport Zoning Plans**

Airport zoning plans are prepared for an individual airport and may cover height and land use restrictions. Some zoning ordinances involve the bureau through representation on their boards. Forty-five airports have adopted an airport zoning ordinance. MDOT is responsible for advertising and promoting zoning for height and land use control.

### **Safety and Compliance Programs – Hazard Evaluation and Determinations**

MDOT administers the Michigan Tall Structures Act. Under the requirements of the act, MDOT reviews proposed construction of utility lines, tall structures, radio and television towers in the vicinity of airports and airways for airport safety and airspace protection. A permit is issued for those proposals that do not adversely affect navigable airspace.

### **Safety and Compliance Programs – Licensing of Public-Use Airports**

MDOT annually completes a compliance evaluation/tracking and licenses each of the approximately 240 open-to-the-public airports in Michigan.

This is done to assure the airports comply with the standards of the Michigan Aeronautics Code and to gather data for a state directory and aeronautical chart.

**Safety and Compliance Programs – Flight School Licensing** MDOT licenses flight schools as required by the Michigan Aeronautics Code. Flight schools requesting an initial license receive an on-site, detailed review of compliance items as well as guidance materials to assist them in serving their customers.

**Safety and Compliance Programs – Michigan Airport Directory and Aeronautical Chart** MDOT publishes an annual Airport Directory and Aeronautical Chart using data from airport inspections and numerous other local, state, and federal sources through the aviation network. One complimentary chart is provided to each licensed pilot in Michigan. The data found in the Airport Directory serve as a reference to pilots seeking operational data information.

## **Bus, Marine, and Railroad Programs**

### **Local and Intercity Transit**

The programs in this category provide funding for operating and capital support for local systems that provide passenger transportation services to the general public, senior citizens and persons with disabilities. The majority of these services are provided via bus and van. The programs are supported by state Comprehensive Transportation Fund (CTF) and federal funds issued to the State and passed through to local operators.

In FY2005, the CTF appropriations for these programs were cut significantly due to reductions in sales tax revenues, including legislatively mandated reductions in the contributions of the sales tax to the CTF. As a result the FY2005 program reflects program reductions and program eliminations. The programs unfunded in FY 2005 are shown below for reference, it is not known if MDOT will seek restoration of these programs (or programs with similar purposes) in the future appropriations.

The FY2005 budget for these programs reflects anticipated increases in federal funds in a number of areas, including: Local Bus Operating/Federal Non-urban Formula; Service Development and New Technology; Specialized Services (proposed Federal “New Freedom” Program) and Transportation to Work. The increases represent potential program enhancements proposed as a part of federal reauthorization that will likely not be realized in FY2005. In addition, some of the federal programs require state matching funds from programs that have been eliminated or reduced in FY2005 and as such not all available federal dollars may be accessed in FY2005. For these two reasons, the total program budget could be overstated in terms of the federal funds that will be expended in FY2005

All of the state and federal revenue appropriated for these programs support local transportation services provided by government agencies and authorities, non-profit agencies and private sector contractors. The federal funds shown below represent only the portion of federal funds made available to local operations through MDOT. The majority of federal transit funding is awarded directly from the Federal Transit Administration (FTA) to local agencies and is not passed through MDOT; therefore the majority of the funds are not shown in MDOT’s budget.

The FY2005 budget including appropriated state, federal and local funds, for local passenger (bus) programs is \$236.02 million. The FY2004 program had as its primary focus the maintenance of existing operations and routine capital investment for safety, security and preservation. The FY2004 program also included training, demonstration and application of new technologies, and demonstration of new service, including regional coordination and a rideshare program. The FY2005 maintains the primary focus of the FY2004 programs (with reduced capital investment) and includes the elimination of all other programs.

The breakdown for the anticipated \$236.02 million in program funding for this category is as follows:

Local Services	
Specialized Services.....	\$8.20 million (1)
Local Bus Operating/Federal Non-urban formula.....	\$176.28 million (2)
Service Development and New Technology.....	\$1.45 million (3)
Regional Service Coordination.....	\$0.00 million
Transportation to Work.....	\$8.60 million (4)
Bus Capital.....	\$38.5 million (5)
Ridesharing.....	\$0.00 million
Vanpooling.....	\$0.19 million
Municipal Credits.....	\$2.00 million
Planning Grants.....	\$0.80 million
<b>FY2005 Local transit Programs.....</b>	<b>\$236.02 million</b>

Additional Notes:

- (1) Includes a \$4.6 million increase in federal from FY2004 based on anticipated new federal program dependent on federal reauthorization. An increase in program effort in FY2005 is unlikely.
- (2) Includes a \$3.7 million increase in federal from FY2004 based on anticipated increased federal funding dependent on federal reauthorization. An increase in program effort in FY2005 is unlikely.
- (3) Includes a \$100,000 increase in federal funds from FY2004 based on anticipated new federal program dependent on federal reauthorization and a \$200,000 decrease (complete elimination) in the state funds needed to access the federal funds. A decrease in program effort in FY2005 is likely.
- (4) Includes a \$4.3 million increase in federal funds from FY2004 based on anticipated new federal program dependent on federal reauthorization and a \$2.2 million decrease in the state funds needed to access the federal funds. A decrease in program effort in FY2005 is likely.
- (5) Includes an \$8.0 million decrease in federal funds, because the federal appropriation authority has been overstated, with more federal funds being awarded directly to local authorities. Also includes a \$6.5 million decrease in the state funds needed to access federal funds awarded to MDOT and to local agencies. A decrease in program effort in FY2005 is likely.

### **Intercity Bus Programs**

The Intercity Bus programs provide capital investments for bus and/or rail passenger facilities, bus operating subsidies and intercity bus capital. The five state contracted routes are the Upper Peninsula Greyhound service (three routes) and the Northern Lower Peninsula Indian Trails services (two routes, one each, along the east and west coast lines).

The intercity bus capital program provides new motor coaches for any intercity route in Michigan to ensure quality and accessible equipment for bus passengers in Michigan. Intercity operating assistance is a focus along with capital investments in infrastructure for facilities and vehicles. These improvements are for safety, security and preservation.

In FY2005, the CTF appropriations for some of these programs were cut significantly due to reductions in sales tax revenues, including legislatively mandated reductions in the contributions of the sales tax to the CTF. In addition, the FY2005 budget for the Intercity Service Development program reflects an anticipated increase in federal funds based on potential program enhancements proposed as a part of federal reauthorization that will likely not be realized in FY2005. The program is overstated in terms of the federal funds that will be expended in FY2005

All of the State and federal revenue appropriated for these programs support local transportation services provided by the private sector and capital improvements undertaken by local government agencies and authorities that support both public and private transportation services.

Intercity Terminals.....	\$1.55 million (1)
Intercity Service Development.....	\$4.85 million (2)
Intercity Bus Capital .....	\$2.50 million (3)

**FY2005 Intercity Bus Service Programs.....\$8.90 million**

(1) (Terminals) Reflects a \$1.3 million reduction from FY2004

(2) (Service Development) Includes a \$1.9 million increase from FY2004 based on the need for additional federal authority and an anticipated increase in federal funding dependent on federal reauthorization. An increase in program effort in FY2005 is unlikely.

(3) (Capital) Reflects a \$500,000 reduction from FY2004

The following information list many programs administrated by the Passenger Transportation Division.

### **Local Bus Operating Assistance**

This program provides funding for operating expenses of local transit agencies/authorities. Act 51, of the Public Acts of 1951, as amended, sets the state assistance at up to 50 percent of eligible operating expenses for urbanized areas over 100,000 population and up to 60 percent for nonurbanized areas and urbanized areas under 100,000 population.

### **Specialized Services**

The Specialized Services program provides operating assistance for public transportation services primarily geared toward the elderly and persons with disabilities.

**Vanpooling**

This program funds the continuation of “MichiVan” vanpool services to qualified commuting groups of four or more persons throughout the state. MichiVan is an energy-efficient form of transportation that contributes to the relief of traffic congestion and air pollution. The program serves both employer and employee needs.

**Bus Transit Capital**

This program provides capital grants, largely as match to federal grants, to local transit systems and specialized service providers. This program is required under Act 51 of the Public Acts of 1951, as amended, which requires the use of Comprehensive Transportation Funds to match federal grants.

**Intercity Bus Equipment**

This program provides capital assistance to ensure that safe, modern vehicles are used to serve intercity bus travelers throughout Michigan. It enhances the operating safety and attractiveness of such service through provision of new equipment.

**Intercity Bus Service Development**

This program provides financial support to intercity bus passenger services across the state of Michigan to avoid isolation of small communities, support tourism and economic development, and provide a connection to the national bus system.

**Intercity Bus and Limousine Regulatory**

This program includes the licensing and safety inspection of intercity bus carriers operating in the state of Michigan and the licensing and regulation of limousines.

**Intercity Terminal Development**

This program provides funding for construction of safe and convenient facilities for the public traveling by intercity bus and rail. Significant segments of the population served include students, families, the disabled, and the elderly. Intercity terminals contribute to economic development in local areas. The funds may be used to match federal grants to transit agencies for intercity terminal projects.

**Federal Non-urban Operating and Capital**

This program provides Federal 49 USC 5311 funds for operating or capital assistance in non-urbanized areas of the state (under 50,000 population) including intercity bus service. This program is permitted under Act 51, of the Public Acts of 1951, as amended, and is required to make use of federal transit funds allocated to Michigan for specific purposes/projects.

**Planning Grants**

Several urban transit agencies utilize Federal Transit Administration funds under 49 USC 5307 for planning tasks directly related to the area’s transit program. The Planning Grants program provides matching funds on an 80 percent FTA, 10 percent state, and 10 percent local basis. The federal funds are granted directly to local transit agencies.

## **Service Development and New Technology**

This program provides federal funds for local transit related projects in areas of research, development, demonstration, training, planning and coordination, and special operational and technical projects. In the FY2005 budget no state funds were appropriated to match these federal funds.

## **Port and Marine**

The programs in this category provide funding to eligible port authorities and to eligible transportation authorities which provide public ferryboat services. By statute, upon city, county and state approvals of a port authority's operating budget, up to 50 percent is funded by the state and 25 percent each from the city and county. The Marine Passenger program contributes capital support to eligible transportation authorities. Not included in these programs is: 1) operating assistance provide to public marine passenger services through the Local Bus Operating program; the anticipated FY2005 operating assistance for marine passenger services is \$1.5 million and 2) anticipated commitment of CTF bond revenues to match FHWA funds for construction of a marine passenger terminal and dock on the Detroit River. The Marine Passenger program contributes capital support to eligible transportation authorities.

Port Development.....	\$0.50 million
Marine Passenger.....	\$0.80 million

**FY2005 Marine and Port Services Programs.....\$1.30 million**

## **Marine Passenger**

This program provides capital assistance to Michigan's two publicly owned ferry operations – the Eastern Upper Peninsula Transportation Authority and the Beaver Island Transportation Authority to improve dock infrastructure, vessels, and support equipment. Residents of Beaver, Drummond, Neebish, and Sugar Islands depend on these services for transportation to the mainland.

## **Detroit/Wayne County Port Authority**

MDOT contracts with the Detroit-Wayne County Port Authority (DWCPA) to provide funding to support port operations for the movement of goods and the promotion/development of transportation, industrial, recreational, and commercial facilities within its jurisdiction.

## **Passenger Rail and Freight**

### **Freight Program**

Programs in the Rail Freight Infrastructure and Safety category provide management of approximately 650 miles of state-owned rail lines, provide loans or grants to railroad companies, and others, to improve rail infrastructure or promote economic development. These programs also regulate highway-railroad crossings and provide funding for safety enhancements at those crossings. The regulatory and safety functions are supported with MDOT's operating funds. The anticipated program funding for rail freight infrastructure is \$7.29 million. Safety and security are the focus of the highway-railroad grade crossing program.



The infrastructure investments on the state owned rail lines are again for safety and security and preservation with some minor capacity expansions in the form of new siding tracks. The breakdown by program is as follows:

Highway-Railroad Grade Crossing Safety.....\$6.44 million

Property Management.....\$1.00 million

Preservation and Development.....\$ 4.44 million

Michigan Rail Loan Assistance Program (MiRLAP).....\$.10 million

**FY2005 Rail Freight Infrastructure and Safety Programs .....\$11.98 million**

The following list many programs administrated by the Freight Safety and Services Division.

#### **Freight Property Management – State-Owned Rail Line Management Program**

MDOT owns nearly 650 miles of active rail lines and contracts with five private railroad companies to provide service to rail users located on those lines. The State-Owned Line Management Program includes contracts with those private operators or other contractors for the management of the lines' physical property.

Track rehabilitation work was completed on 52.5 miles of track. Rehabilitation work was completed on 8 railroad bridges. Additional, 42 bridges were inspected. Vegetation control was applied to 481 miles to ensure safe railroad operations and to extend cross-tie life.

Through the property management program the Department invests approximately \$1.5 million annually for vegetation control along with bridge, culvert and crossing repairs on state-owned property. Due to a reduction in funding FS&SD will be investing \$1 million in FY 2005.

#### **Freight Preservation and Development**

The preservation and development program undertakes capital improvements to enhance rail service in rural areas and small towns served by the state-owned rail infrastructure throughout Michigan.

Through the Economic Development program financial assistance is offered to rail users in the development and/or expansion of business and industries. The program offers financial assistance in the form of loan/grants covering up to 50 percent of the rail freight portion of the project when the rail improvement facilitates economic development.

### **Rail Infrastructure Loan Program [Commonly referred to as the Michigan Rail Loan Assistance Program (MiRLAP)]**

The Michigan Rail Loan Assistance Program (MiRLAP) is a self sustaining revolving (no interest) loan program to assist the rail industry to preserve and improve Michigan's rail infrastructure and contribute to the stability and growth of the state's business and industry.

The loans are limited to one million dollars per project and can be used for track rehabilitation; bridge and culvert repair; new construction, transload facilities, and rail consolidation projects with a repayment period of up to ten years. The MiRLAP loans fund up to 90 percent of the rail portion of the project costs with at least a 10 percent funding match from the applicant. The application deadline for FY2005 call for projects is January 10, 2005.

A call for projects was held and six successful applicants were approved for contracts for interest free loans to improve and preserve Michigan's rail infrastructure. This resulted in four loans for a total of \$2.75 million.

### **Rail Safety Program**

The Local Grade Crossing Program provides local agencies and railroad company's assistance with developing and implementing projects that enhance motorist safety at public highway-railroad crossings, including [safety enhancement](#), [closure](#), and surface repair [pilot](#) projects. In FY 2004 MDOT conducted on-site reviews for 2402 of the public highway-railroad grade crossings in the state. These regulatory and safety functions are supported with the Department's operating funds.

### **Rail Passenger Services**

This program is comprised of two basic components. The first is capital investments for high speed rail on the federally designated Detroit-Chicago Corridor. MDOT has focused on track rehabilitations and train control system improvements between Kalamazoo and Niles. These improvements have allowed maximum trains speeds to increase from 79 MPH to 90 MPH. This is the only section of track outside the Northeast Corridor between Washington D.C. and Boston, MA where maximum train speeds have increased above 79 MPH in over 25 years.

The second component is oversight of the operating contracts for the Grand-Rapids-Chicago, Pere Marquette service and the Port Huron-Chicago, Blue Water service. The intercity rail passenger services between Grand Rapids and Chicago, Port Huron and Chicago, and Pontiac, Detroit and Chicago link southern Michigan communities to the Amtrak national system. The primary funding focus of this program is to provide state operating assistance for the Grand Rapids-Chicago and Port Huron-Chicago Amtrak routes.

The long term capital investments are to improve and expand intercity passenger rail service through the introduction of high speed rail on the Detroit-Chicago corridor. These infrastructure investments are for safety and security, as well as capacity and speed improvements. This program does not include any funding from the Intercity Terminal program included as a part of the Intercity Bus Programs.

The FY2005 appropriation is \$1.1 million less than the FY2004 appropriation. The effect of this reduction is to eliminate any new capital investments on the federally designated Detroit-Chicago high speed corridor.

**FY2005 Rail Passenger Services Program.....\$7.20 million**

The **Midwest Regional Rail System** (MWRRS) reflects a fundamental change in the delivery of intercity passenger rail service in the Midwest, primarily using existing rail rights-of-way shared with freight and commuter rail to provide increased train speeds, frequency, system connectivity and service reliability. The MWRRS, with Chicago as its hub, is a 3000-mile intercity passenger rail network serving 90 percent of the 60.3 million people living in the Midwest nine-state region. The MWRRS features a safe, reliable, comfortable and convenient service using modern trains traveling at speeds up to 110 mph to provide up to 10 daily round trips depending on the corridor. The system reduces travel time up to 50 percent, improves service reliability, expands regional travel services, improves passenger and freight train safety, and creates development opportunities.

In Michigan, this could result in up to nine daily round trips between Detroit and Chicago consisting of a mix of express and local service. Trains would travel at speeds up to 110 mph in the Detroit-Chicago corridor reducing travel times to approximately four hours. In addition, one daily round trip would be provided between Kalamazoo and Detroit and one daily round trip between Kalamazoo and Chicago. These would provide mid-Michigan communities early morning arrivals in Detroit and Chicago respectively. Service would also be upgraded from one to four daily round trips on the Grand Rapids-Chicago and Port Huron-Chicago routes. Feeder bus routes would compliment the intercity passenger rail service connecting communities from one to two hours away to selected rail stations by meeting several of the train departures and arrivals.

Regarding costs, the MWRRS is a major infrastructure project consisting of a total capital cost of \$7.7 billion (\$6.6 billion in infrastructure and \$1.1 billion in train equipment) extending over a 10-year period. Michigan's portion of this infrastructure investment would be \$1.1 billion. It is estimated that development of this system would create 2,000 permanent jobs and 8,000 construction jobs. At the same time, assuming the system becomes fully operational, the MWRRS would provide the potential for generating an additional \$2.6 billion in public/private sector benefits through improved and increased amenities in stations, and sound development and job growth in the vicinity of stations.

**2005-2009  
Five Year  
Transportation  
Program**

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**Safety and Security Strategies, Preserving the  
System, and Expanding the System**

# **2005-2009 MDOT Five Year Transportation Program Safety and Security Strategies**

## **History of Homeland Security in MDOT**

MDOT has been involved in the State's traditional emergency management for more than 50 years. Many recall the "civil defense" plans from the 1950's. Since then, an all-hazards approach to emergency management which included enemy attack has been used. Following the events of Sept 11, 2001, MDOT developed a Threat Assessment Team. This team has expanded to cover all modes of transportation to become the Transportation Risk Assessment and Protection (TransRAP) Team with a dual role as the Transportation Subcommittee for Critical Infrastructure Protection Committee.

## **Homeland Protection Board**

Governor Granholm signed Executive Order 2003-06 forming the Homeland Protection Board. The Homeland Protection Board is responsible for the development, implementation, and revision of an effective and coordinated homeland security strategy. The Board is also responsible for the state's domestic preparedness including continuing to strengthen the state's capabilities to detect, prepare for, prevent, secure and protect against, respond to and recover from, any terrorist threats or attacks. Director Gloria Jeff is an appointed member of the Homeland Protection Board representing the transportation sector.

In early 2004, through diligent work within MDOT, the Homeland Protection Board incorporated transportation into the State Homeland Security Strategy\*. This inclusion has been used as an example for other states. In addition, MDOT continuously prepares to respond to terrorist incidents through its emergency planning, training and exercising efforts. Many state agencies, including the state departments of Transportation, Military Affairs, Environmental Quality, Agriculture, and Community Health, have a critical role to play in Michigan's response and recovery plans.

The Critical Infrastructure Protection (CIP) Committee is an advisory Committee that reports to the Board. This committee works to determine interdependencies between sectors such as energy, water, agriculture, transportation, etc.

One function of the Transportation Risk Assessment and Protection Team is to serve as a CIP subcommittee. Members represent MDOT's Aeronautics, Passenger Rail & Freight, Border Crossings, Highway and Roads, as well as Michigan State Police Motor Carrier Enforcement, Department of Labor and Economic Growth Motor Carrier Licensing and Department of Information Technology. This group assisted in the development and directs the implementation steps of the strategy\*.

MDOT is actively participating in the protection of critical infrastructure with the state and federal agency partners in homeland security. The transportation strategy\* remains focused on the protective measures for the international border crossings.

One component in providing this protection and coordination includes reviewing key transportation facilities and systems based on vulnerability and risk assessments. By objectively reviewing the likelihood and the susceptibility of hazards or threats, the impacts for the physical assets and the community can be quantified.

Homeland security preparedness efforts must be designed to address the physical security enhancements at the border crossings while continuing to facilitate mobility.

Critical Infrastructures (CI) are the physical systems and assets so vital to the people of the State of Michigan or the nation that their incapacity or destruction would have a debilitating impact that would seriously weaken the state's security, economic stability, public safety or threaten the public health, safety, and welfare.

Key Assets (KA) are defined in the National Strategy for Homeland Security as: "Individual targets whose destruction would not endanger vital systems, but could create local disaster or profoundly damage our Nation's [States] morale or confidence."

In Michigan, Critical Infrastructure and Key Assets at the state and local levels were identified during the assessment process.

## **Highways and Roads**

MDOT is responsible for approximately 9,700 miles of state highways which includes Michigan's 1240 miles of interstate highways. By using our Region boundaries, MDOT's all-hazard approach (which focuses on general preparedness rather than readiness for a specific type of disaster) reaches out to the local agencies through existing relationships with the municipal and county roads agencies as well as local emergency management coordinators. In addition to state highways there are roughly 110,000 miles of local roadway. These highways and roads include 11,000 bridges throughout the state (4,300 of these bridges are under MDOT jurisdiction).

In order to keep state highways safe from terrorist attack, MDOT is actively reviewing the entire transportation network to closely evaluate how various components are connected and what risks exist from potential threats. Plans\* have been in place for some time now regarding threats to the state's highway system.

MDOT has evacuation routes and scenarios plotted out regarding the necessary closure of any part of the state's transportation network. This includes the need to redirect traffic from a major interstate in order to protect motorists or provide easy access into or out of a community along that freeway corridor. The plans, which were originally drawn up for weather-related catastrophes, have been used from time to time to address problems caused by serious traffic accidents. These plans are kept up-to-date to ensure they are as complete as possible for any scenario that may occur.

## **Border Crossings and the Mackinac Bridge**

Michigan's border crossings and international trade corridors are critical to the well-being of the local, state, and national economies and therefore critical to the national security.

It is Michigan's vision to establish and maintain a transportation border infrastructure network that allows for the seamless movement of people, goods, and services in a cost-efficient, timely, and safe and secure manner. MDOT continues to improve the protection, collaboration and coordination with homeland security agencies in the development, construction, and operation of border facilities.

MDOT shares the ownership of two of the three bridge border crossings (International and Blue Water bridges) with Canadian partners. The Ambassador Bridge is privately owned. There is also one vehicular tunnel crossing (Detroit Windsor Tunnel) and several rail and ferry crossing.

MDOT completed a second round of security assessments for the International Bridge, the Mackinaw Bridge and the Blue Water Bridge with partners from the federal government. Members of the federal team included military and economic specialists. These bridges are critical to the state's economy and to the national security. Each of the bridges received high marks from the team.

MDOT's original assessments from 2002 defined a strong path to follow and the federal team validated and verified the results. The Mackinac Bridge overall implementation of the assessment plan is one of the strongest in the nation and a model for other bridges. In addition, action plans\* taken at these MDOT owned bridges have been developed to respond to the Department of Homeland Security terrorist threat level.

\*For security reasons, details of strategies and plans are not being released to the public.

## **Border Crossing Policy**

The world's largest bilateral trade relationship exists between the United States and Canada, with Michigan positioned as a leader in international trade. Goods and people moving across Michigan's borders significantly impact the economies of Michigan and Ontario, and the economies of the United States, Canada and other nations. Recognizing Michigan's vision and common goals with Ontario to establish and maintain a transportation border that facilitates and encourages the seamless, safe and secure transport of goods, people and services in a cost-efficient and timely manner, the State Transportation Commission adopted the following policy statements on October 28, 2004.

The Michigan Department of Transportation shall:

1. Work to assure adequate transportation capacity at Michigan's border crossings to facilitate, advance and in part provide for the seamless movement of people and goods between Michigan and Ontario;
2. Provide for the protection of and upgrade the transportation facilities on our borders through collaborative initiatives with the private sector and other governmental agencies to provide an appropriate level of redundancy among crossings and to ensure continued access for international trade and commerce between the U.S. and Canada;

3. Study needs for improving and expanding the transportation structures and infrastructures and identify advancing technologies through persistent research and analysis in order to continue to adapt to the demand of international trade and commerce;
4. Work to enhance cooperation, coordination, and communication with U.S. and Canadian border inspection and transportation agencies, local and regional governments, private operators, crossing users, neighborhoods, and other stakeholders affected by border crossings, in order to facilitate continued improvement to both the mobility and safety of border crossings;
5. Collaborate closely with state, local, provincial and private sector partners to proactively address topics of mutual interest that impact border crossings;
6. Work to increase federal funding for border transportation infrastructure capacity and safety improvements, and to use funding effectively to achieve the intent of this policy;
7. Work cooperatively with the other agencies responsible for improvements to border inspection processes, and encourage them to facilitate the movement of low-risk passengers and cargo, provide adequate inspection staffing levels, and implement the utilization of technological advancements that can reduce border transit times while enhancing security.

## **Trains and Buses**

Studies have shown that the actual terrorism activity involving transportation on bridges is five percent. The remaining ninety-five percent of terrorist activity is on buses, passenger rail and subway trains. This is a major concern for any of these modes of transportation.

In Michigan, this includes:

- 180 carriers providing bus service
- Three routes designated for passenger rail travel
- More than 30 rail freight companies
- Local transit in 15 urban areas
- 20 ferry services including three international crossings

MDOT reviews interdependencies and coordinates with private agencies and local jurisdictions.



## **Motor Carrier**

In the hazardous materials motor carrier sector, MDOT continues to work with the partners in Michigan State Police and Michigan Department of Labor and Economic Growth's Motor Carrier Division. In 2001, there were more than 525 motor carrier licensing applications. Since 2002, the Michigan Public Service Commission has included specific applications for hazardous materials licenses. MDOT is the hazardous materials routing designation agency and Michigan State Police is responsible for enforcement.

The goal in hazardous material transportation is to deny the terrorist the ability to use legitimate businesses, infrastructure or vehicles as weapons.

## **Aviation**

In Michigan, there are approximately 236 airports for public use. Half of the airports are publicly owned and the other half are privately owned. The Aviation staff in MDOT provides security training through safety seminars, educational services and aviation events as well as working with the Federal Aviation Administration (FAA).

The U.S. Department of Homeland Security's Transportation Security Administration regulates and enforces security for passenger air transportation.

## **Information Technology**

MDOT is connected to the transportation system electronically in many ways such as the Michigan Intelligent Traffic System (MITS) in the Metro Detroit area and voice and data communication. MITS can assist in moving traffic efficiently during emergencies and crisis situations.

MDOT partners with the Department of Information Technology to assure secure connections and maintain data backup and recovery systems. MDOT continues to update the business continuity plan and the disaster recovery plan in regards to IT needs.

## **Protection for Transportation**

MDOT has identified vulnerabilities and leveraged "best practices" to minimize them. Current strategies and plans are regularly reviewed and updated as part of incident management. MDOT staff works with others on overlapping issues to be proactive and adaptive.

## **Safety and Security Strategy and the State Long Range Plan**

The goals of the state long range plan provide direction for all transportation programs using federal funds. Promoting the safety and security of the transportation system for users and passengers, pedestrians and motorized and non-motorized vehicles is one of our goals.

To improve the safety and security of our transportation system MDOT is working with other organizations specifically to improve the security of our transportation systems in the wake of the September 11, 2001, terrorist attacks, and that effort will continue. The safety of our transportation systems is a fundamental decision and consideration in every transportation investment every project MDOT undertakes. MDOT will also continue to work closely with other organizations to improve transportation safety.

One of major strategies is to focus our investment on corridors of higher significance. These corridors provide higher levels of support to the state and national economy, and to the movement of goods, services and people. The importance of these corridors requires that we rebuild and modernize them, and ensure the highest level of safety and security within them.

Another strategy that MDOT is developing is a comprehensive approach to the safety and security of the state's border infrastructure. Protecting these facilities while ensuring the efficient movement of people and goods between the U.S. and Canada, is critical to the economic health of the state and the nation. Changes in transportation technology, such as Intelligent Transportation Systems (ITS) and alternative fuel vehicles will also have an impact. We must continue to be concerned about the impact of transportation on our natural and human environment and we must improve the safety and security of our transportation systems.

### **Traffic Safety Goals and Strategies**

The department, working in partnership with the Governor's Traffic Safety Advisory Commission, has initiated development of a Michigan Comprehensive Highway Safety Plan. This includes the goal of reducing fatalities on all Michigan roadways to 1.0 per 100 million vehicle miles traveled by 2008. (Current rate is about 1.3).

In order to meet this goal, the department will continue its comprehensive \$58 million Safety Program to provide:

- Improved driver guidance,
- Warning for motorists who leave the roadway,
- Minimal consequences of leaving the roadway,
- Improved safety at identified locations and
- Uniform application and replacement of traffic control devices for the efficient and safe operation of our roadway system.

With the addition of Safety as a separate goal, the department has identified five focus areas to concentrate on when additional federal funds become available.

These focus areas are the Elder Driver, Pedestrians, Traffic Operations, Roadway Delineation, and Safety Improvement Program.

In 2001, 16 percent of drivers were 65 or over. By 2020, this figure will increase to 25 percent. MDOT recognizes the influence of the elder driver and their impact on the safety and traffic operations on Michigan's roadways. To gain an increased understanding of what can be done for this driving population MDOT, as part of the 2004 North American Conference on Elderly Mobility, sponsored a demonstration roadway in downtown Detroit of various traffic control devices. From this demonstration roadway the initiatives being evaluated are brighter sign legends and clearer fonts on guide signs and increased traffic signal visibility.

Pedestrians are another concern of the department. In response MDOT is developing pedestrian signal guidelines for the uniform application of such devices including countdown and audible pedestrian signals. Countdown pedestrian signals provide additional information to pedestrians on how much time is remaining to cross the roadway thus allowing them to adjust walking speed and provide peace of mind.

Studies have shown properly timed signal systems improve corridor travel time, reduce individual intersection delay by 37 percent, and result in a nine percent fuel savings.

In 2004, 625 traffic signals in Oakland County (both trunkline and non-trunkline) and 150 in Wayne/Macomb Counties (trunkline only) were retimed.

While a major undertaking traffic signal corridors need to be retimed on a periodic basis to ensure efficient operation. MDOT's proposed goal is to retime corridors every eight years.

Another tool in our operations toolbox is the roundabout. This type of intersection treatment replaces traffic signals with a free-flowing traffic facility, which has been shown to significantly reduce intersection crashes when applied to appropriate locations. Presently a roundabout is being constructed in Macomb County at M-53 and 18 ½ mile Road and another is being planned for in 2006 for the I-75 and M-81 ramps.

For roadside delineation the department does not want to stop with its efforts of wider edge line pavement markings. Additional roadside delineation in the form of larger and brighter delineators and a marking in the rumble strip are being considered. The use of a marking in a rumble strip has proven to act as a wet, nighttime delineation system. Typical pavement markings do not function fully when covered by a film of water.

The Safety Improvement Program has been proven successful with the construction of road improvement projects in response to traffic crash analysis. These projects typically involve improving safety at high crash intersections. Because of this success the department proposes increasing the existing \$19 million budget.

As part of its Five Year Plan, the department will continue with the current Traffic and Safety Program and its evaluation of devices in the focus areas. With reauthorization the department recommends increasing the Safety Program to \$75 million.

# **2005-2009 Five-Year Transportation Program**

## **Preserving the System**

### **Multi-Modal Program**

During Fiscal Year 2005, MDOT will enter into contracts with public transportation providers (transit agencies, specialized service providers and intercity bus carriers) using funds appropriated from the CTF and previously issues state bonds for operating and capital assistance. It is the department's goal to preserve the existing public transportation programs and services, but it is not clear at this time if the available funding (bond and CTF) will be adequate to accomplish this goal. By no means is the FY 2005 level of state funding providing for growth or expansion of the existing programs and services.

Local transit agencies will be provided a \$161.7 millions of operating assistance. This is the same level of funding provided to the transit agencies in FY 2004. Specialized service providers will receive \$3.6 million. This is a reduction of \$300,000

A total of \$15.6 million of CTF and bond funds will be used to match federal grants awarded to the MDOT or direct to the transit agencies. At this point it is not known if this level of funding will be adequate to match all federal funds. Historically, the program goal has been to provide the entire match obligation (20 percent) for all awarded federal capital funds. Legislatively, the MDOT is only obligated, by Act 51, to provide a minimum of 66 percent of the match with the public transportation service provider being responsible for the other 33 percent. In recent years, with reductions in CTF funds, MDOT has become more dependent on bond funds to provide the entire 20 percent match. This year MDOT may not be able to provide the entire 20 percent match therefore we are currently re-examining the program goal of providing the entire 20 percent match to federal funds. The following is a summary of how the match will be used:

- \$1.3 million to support intercity bus service in the Upper Peninsula and Northern Michigan, plus federal funds that become available.
- \$2.5 million to purchase intercity motor coaches for lease to Indian Trails and Greyhound. Additional funds will be provided from the bus loan fund derived from the sale of motor coaches returned to the program.
- \$3.3 million to support the state transportation to work service. Additional funding from Family Independence Agency and the Michigan Department of Labor and Economic Growth (Career Development). All these funds are used to match federal JARC grants. This including match for prior year federal grant awards to Grand Rapids, Flint and Detroit that could not be matched with available during the FY04 funds.

**United We Ride:** This is a federal lend effort to improve efficiency through enhanced federal, state and local coordination of human services transportation.

MDOT is using a \$35,000 federal grant to work with the other state agencies to seek customer and stakeholder feedback and develop a comprehensive state action plan. In FY2005, the Department will undertake a major rehabilitation project on approximately 26 miles of track in the Bay Region and statewide approximately 50 Highway-railroad crossing improvement projects and up to 11 surface-repair pilot projects will be funded.

The MiRLAP application deadline for FY2005 call for projects is January 10, 2005. The Department anticipates several projects will be funded from this call for projects.

The FY 2005 operating contract for the Port Huron-Chicago, Blue Water service and the Grand Rapids-Chicago, Pere Marquette service and the marketing program for these services will require the entire program appropriation this year, the Department is focusing on efforts to continue to grow the ridership on these two services.

In addition, the program staff will focus on existing projects to:

- Improve speeds on the Amtrak Ownership between Kalamazoo and Niles, design of track improvements in Battle Creek
- Produce station designs for Detroit and Dearborn
- Work with other Midwest states and Michigan communities on the Midwest Regional Rail System plan
- Work with Southeast Michigan Council of Governments on the Ann Arbor to Detroit Commuter study

### **Highway Program**

The road and bridge preservation projects included in the five-year program are prioritized based on approved asset management strategies, with a specific focus on repairing our worst roads and bridges and extending the life of roads and bridges to keep them in good condition. Our programs include a combination of long-term fixes (reconstruction), intermediate fixes (resurfacing/rehabilitation), an aggressive capital preventive maintenance (CPM) program, and routine maintenance of the system.

This edition of the Five Year Transportation Program continues the implementation of Governor Granholm's *Preserve First* initiative which began in 2003. The *Preserve First* program places an increased emphasis on preserving our transportation system rather than expanding it.

MDOT has made substantial progress toward our future pavement condition goal of having 95 percent of the freeways and 85 percent of the non-freeways in good condition by 2007. The *Preserve First* focus will allow us to improve the condition of our roads and bridges to protect the investments of Michigan taxpayers.

*Preserve First* provides approximately \$317 million in additional road and bridge preservation work over the next three years, beginning with the 2005 program. These projects were selected based on a statewide needs evaluation, focusing on freeways and routes carrying high volumes of traffic.

An additional \$54 million will be directed to our Safety, Enhancement and Noise Abatement programs for the period covering 2005-2007. *Preserve First* will help ensure continued progress and success in reaching the department's pavement and bridge condition goals.

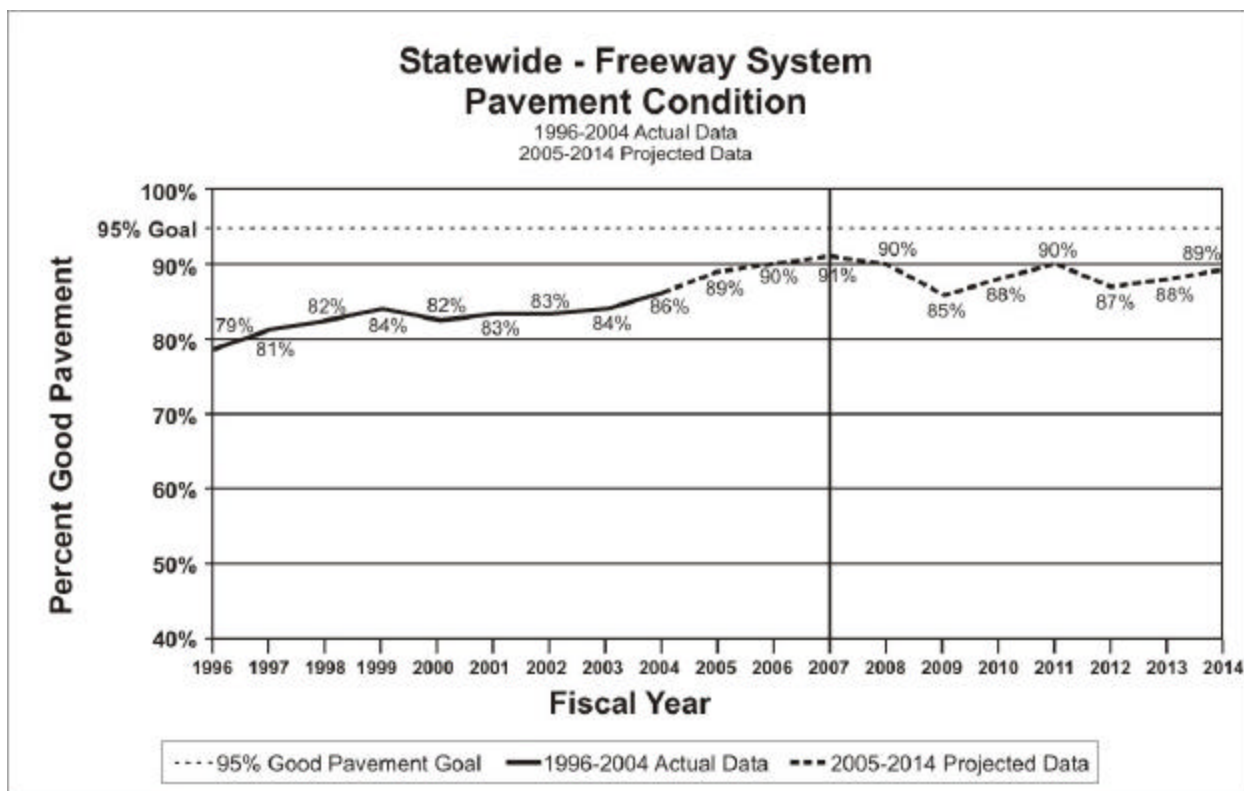
### **Pavement Condition Forecast**

The Road Quality Forecasting System (RQFS) is a strategy analysis tool used by MDOT to project results of pavement rehabilitation policies and proposed projects. Working from current pavement condition, age, and type and factoring in aging and fix strategies, RQFS estimates future condition of the state trunkline system.

Remaining Service Life (RSL) is defined as the estimated remaining time in years until a pavement's most cost-effective treatment is either reconstruction or major rehabilitation. Pavements with an RSL of two years or less are considered to be in the "poor" pavement category.

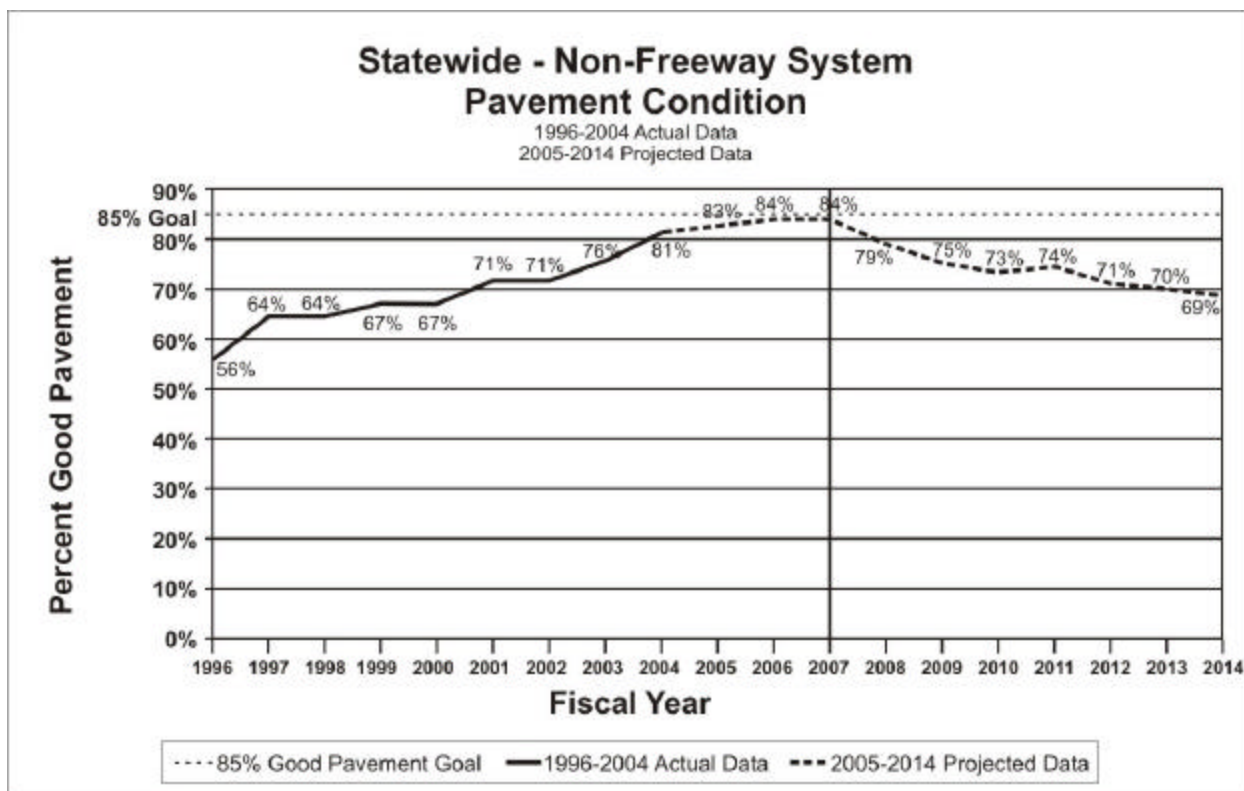
Based upon the strategies and projects contained in this 2005-2009 Five Year Transportation Program, we have used the RQFS tool to forecast future pavement condition of MDOT's freeway and non-freeway systems.

The following graph shows that progress continues to be made in increasing the percent of good pavements on the freeway network. At the end of FY 2004, 86 percent of MDOT's freeway system was in good condition. RQFS forecasts project that by the end of FY 2007 91 percent of the freeway system will be in good condition. If the same investment level was maintained through 2014, it is anticipated that MDOT would be able to maintain the condition state of approximately 90 percent of freeway pavements in good condition.



Similarly, MDOT forecasts that progress will continue to be made on the non-freeway system to increase the percentage of those pavements in good condition by FY 2007. At the end of FY 2004, 81 percent of MDOT's non-freeway system was in good condition. RQFS forecasts project that by the end of FY 2007 84 percent of the non-freeway system will be in good condition.

If the same investment level was maintained through 2014, it is anticipated that MDOT would be unable to maintain this condition state. Strategy analysis is ongoing to determine the investment level necessary to maintain the non-freeway system percentage of pavements in good condition at a high level.



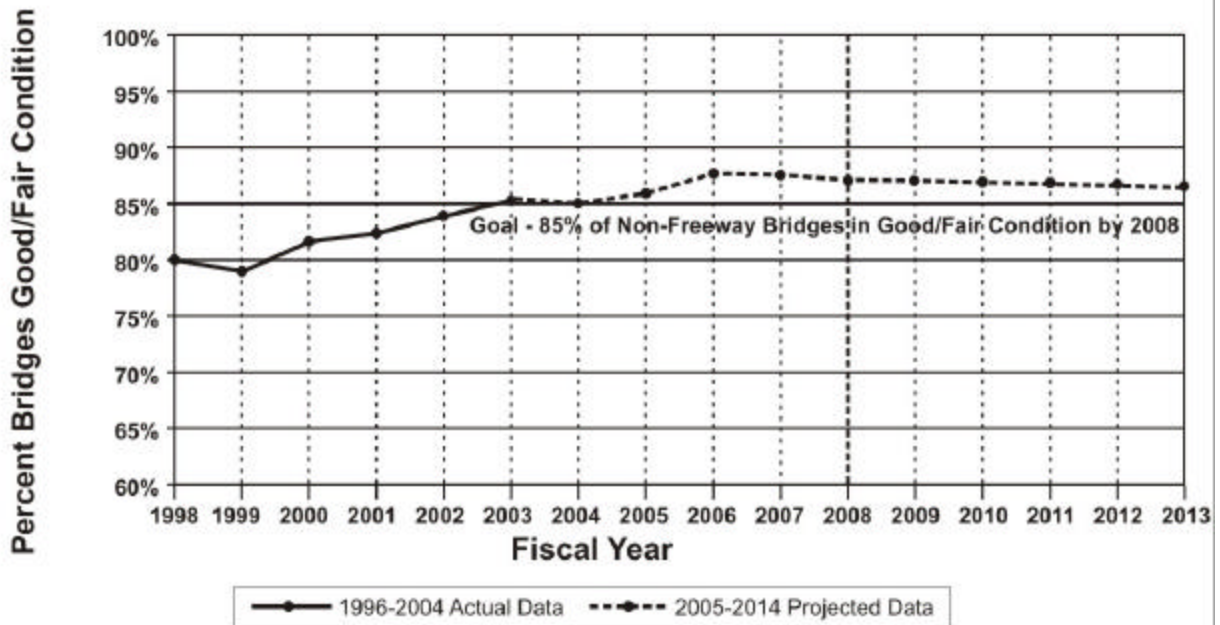
### Bridge Condition Forecast

MDOT's Bridge Management System (BMS) is an important part of our overall asset management process. BMS is a strategic approach to linking data, strategies, programs and projects into a systematic process to ensure achievement of desired results. An important BMS tool used by MDOT to develop preservation policies is the Bridge Condition Forecasting System (BCFS). Working from current bridge condition, bridge deterioration rate, project cost, expected inflation, and fix strategies, BCFS estimates future condition of the state trunkline bridge system.

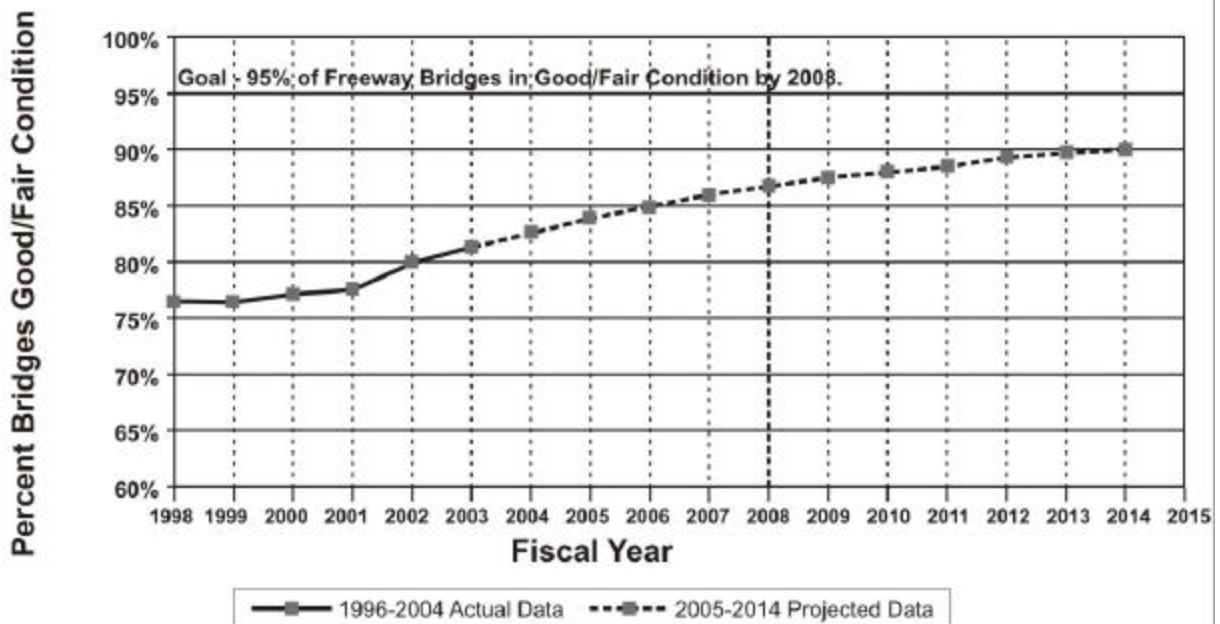
As shown in the charts below, we have met and will sustain the non-freeway bridge goal, and we are making good, steady progress towards our freeway bridge goal. Projections show that we will reach a freeway bridge condition of approximately 87 percent by 2008.



## Statewide - Bridge Condition Non-Freeway



## Statewide - Bridge Condition Freeway



# **2005-2009 Five Year Transportation Program Region Strategies and Highlights**

To accomplish our statewide long-range strategies, each of MDOT's seven regions has developed appropriate action strategies to identify and implement the projects necessary to achieve statewide goals. The overall program is based on achieving condition goals within annual investment targets, but the projects reflect each region's careful efforts to coordinate road and bridge work, preserve the existing system, address access and safety needs, and make the most effective use of anticipated revenue. These strategies recognize the variability in each region as to the type and age of facilities as well as the type of travel, weather, soils, etc.

Through regional cooperation with our local partners, MDOT regions strive to deliver improved roads and bridges to the traveling public statewide. The narratives on the following pages describe recent accomplishments and important activities planned for the next five years. The pages that follow provide additional details about Michigan's highway system and the strategies underlying the project selection process for the various programs described in the Five-Year Transportation Program. Each region section contains the following:

- **Region Introduction**

- **2004 Accomplishments**

- **Five Year Road and Bridge Program**

Please note: Five Year Road and Bridge Program investment levels represent the construction phase of road and bridge preservation projects and capacity improvements and new roads projects where applicable.

- **Corridor Improvement Strategies**

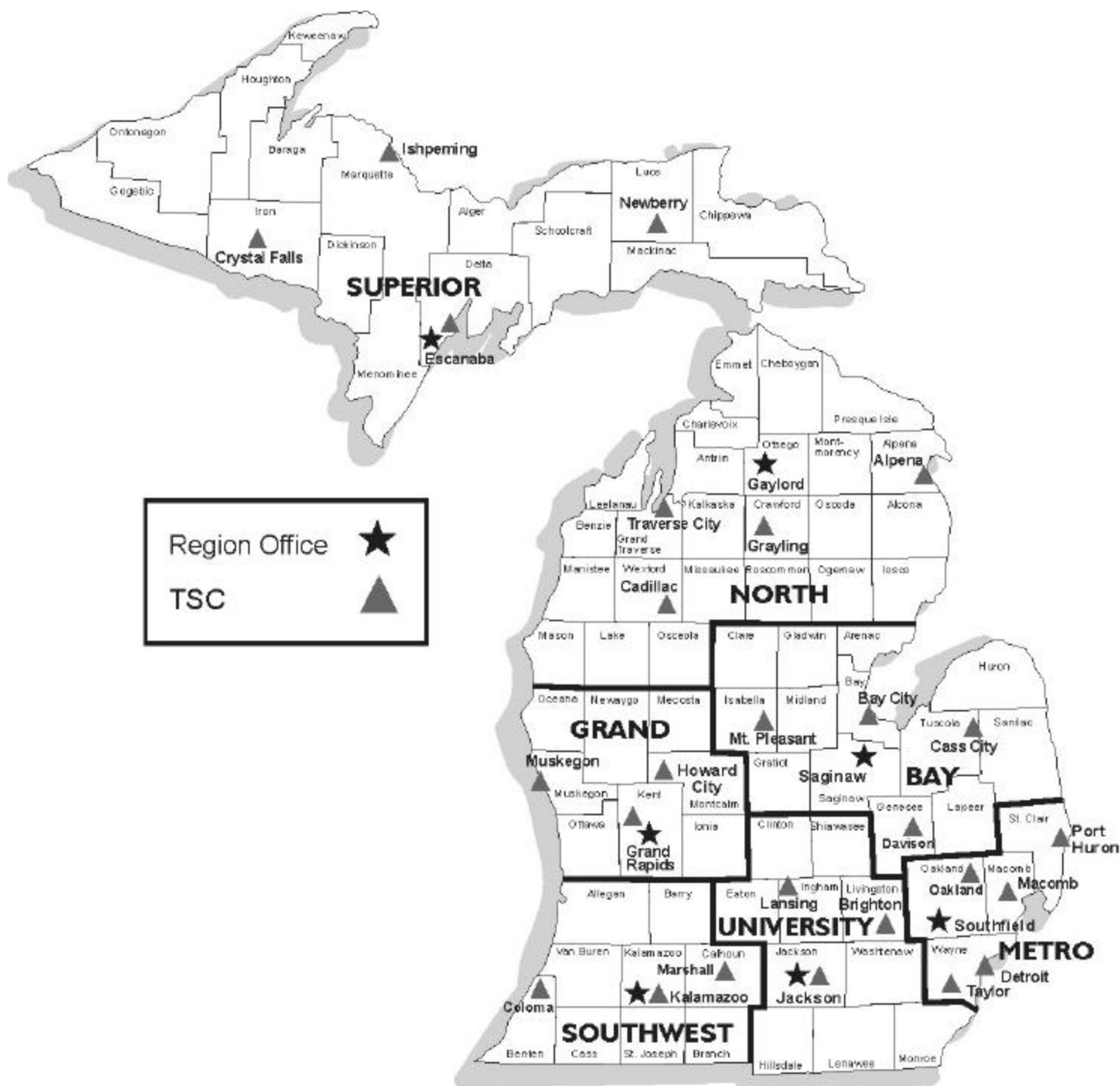
Please note: The Capacity Improvement and New Roads Region highlights will be discussed separately in a new section of the 2005-2009 Five Year Transportation Program entitled "Expanding the System."

- **Project Lists**

The project list contained at the end of each region's narrative contains road and bridge rehabilitation and reconstruction projects. The lists are organized first by project type, then by county, then by route.

For those reviewing the project lists, the bridge program is fully programmed for the first two years of the five year program, and partially programmed in the last three years. Thus, all of the projects for years 2007-2009 are not currently listed in the program. More projects, typically Capital Preventive Maintenance projects, will be added to the 2005-2009 programs as we get closer to those years and the latest inspection information is available and analyzed.

## MDOT Regions and Transportation Service Centers



## SUPERIOR REGION



The Superior Region includes all 15 counties in the Upper Peninsula (Alger, Baraga, Chippewa, Delta, Dickinson, Gogebic, Houghton, Iron, Keweenaw, Luce, Mackinac, Marquette, Menominee, Ontonagon, and Schoolcraft). Major state highways include: I-75, US-2, and M-28. The region is home to the Sault Ste. Marie International Bridge, a significant gateway to Canada and the only Michigan U.S.-Canada border crossing north of Port Huron.

The Superior Region continues to experience growth with its successful year-round tourism industry and the migration of Midwestern retirees heading to the Upper Peninsula in search of waterfront property. The very successful passing relief lane program will be continued to further alleviate congestion associated with trucks and recreational vehicles. To better serve residents and the tourism industry, sanitary facilities at roadside rest areas continue to be improved, and as many rest areas as possible are being kept open year-round to better serve our winter tourists.

MDOT emphasizes preservation of the existing system while addressing safety and operational issues within the region. MDOT continues to explore ways to beautify and improve entryways into the region and to address the congestion and mobility challenges in the region's major urban centers, especially Escanaba, Houghton, Iron Mountain, and Marquette.

## **2004 Accomplishments**

The Superior Region invested more than \$160 million in road and bridge work during the past three years. Projects during the past three years included resurfacing or reconstruction of more than 622 miles of roadway, construction of 24 miles of passing relief lanes, and upgrading of 32 bridges.

All but one project announced in the region for 2004 were completed, representing an investment of more than \$54 million in the region's roads and bridges. Region achievements during 2004 include:

### **M-41, MacInnes Drive to Houghton/Hancock Lift Bridge, Including M-26**

The construction of a new approach to the lift-bridge; a new merge lane to northbound US-41 and a passing relief lane on SB M-26 was completed in 2004. This improvement will relieve the daily bottleneck at the location and reduce crashes. It is also expected to improve safety for pedestrians.

### **I-75 Resurfacing**

Two connecting projects were completed along I-75 from Portage Road north to M-134. These projects accounted for almost fourteen miles of new pavement along the I-75 corridor.

### **Historic Siphon Bridge Rehabilitation**

The historic Siphon Bridge located in Manistique was rehabilitated in 2004. This project consisted of replacing many of the structure piers and the entire bridge decking.

### **Passing Relief Lanes**

Three passing relief lanes totaling over five miles have either been started or completed in 2004. The projects are as follows: US-41 in Houghton County, US-41 in Baraga County and M-28 in Marquette County. The projects will improve traffic flow on these major roadways.

### **Multi-use Bridge over I-75**

The region assisted in the completion of the Red Creek snowmobile trail and bridge crossing over I-75, north of M-134. The bridge is the only one of its kind in Michigan and was the culmination of five years of partnerships between MDOT, DNR, Forest Service, and Snowmobile Clubs.

### **Rail Rehabilitation**

The region completed a major rail rehabilitation project spanning 25 miles, reaching four counties. This project consisted of track and tie replacement and the renovation of a TranLoad transfer facility. The TranLoad facility is a major interconnection along the railroad which allows logging trucks to off-load onto railroad cars.

### **Houghton Pedestrian Tunnel**

The region completed a pedestrian tunnel under M-26 in Houghton County. This 9ft x 12ft tunnel stretches 160 feet and connects two residential and recreational areas, one on either side of a busy four-lane highway. This was a collaborative effort between MDOT, West Houghton Community Partnership, and the City of Houghton.

## Highway Corridor Plans

Two major corridor plans were completed in 2004, I-75 from St. Ignace to Sault Ste. Marie, and US-41/M-28 from Harvey to the M-95 intersection. Both studies addressed issues relating to traffic patterns, safety, aesthetics, facility opportunities and access management.

## Five Year Road and Bridge Program

The projects identified in this 2005 to 2009 Five Year Road and Bridge Program for the Superior Region total \$179 Million. Investments are allocated in the following manner:

Superior Region	Amount in Millions of Dollars		
	Other Funding	Preserve First Funds	Total 2005-2009
Road Preservation	\$128	\$9	\$137
Bridge Preservation	\$41	\$1	\$42
<b>Total 2005-2009</b>	<b>\$169</b>	<b>\$10</b>	<b>\$179</b>

(Amounts are rounded to the nearest million dollars)

The 2005-2009 program for road preservation work will upgrade more than 469 of the Superior Region's more than 1,800 miles. This includes nearly 14 miles of new passing relief lanes. Thirty-one (7 percent) of the region's 468 bridges and culverts will be improved in 2004 through 2006. More than \$179 million dollars will be invested in the Superior Region in the next five years on road, bridge.

Superior Region	Miles of Road	Number of Bridges
Total in Region	1,831	468
Scheduled to be Worked on	469	31
Percentage of Region	26 %	7 %

The 2005-2009 program for road preservation and capacity improvement work will upgrade more than 475 of the Superior Region's more than 1,800 miles. This includes nearly 19 miles of new passing relief lanes. Thirty-one (seven percent) of the region's 468 bridges and culverts will be improved in 2005 through 2009. More than \$230 million dollars will be invested in the Superior Region in the next five years on road, bridge and capacity improvement work.

In addition, capital preventive maintenance (CPM) projects and new Non-freeway Resurfacing Program projects are planned for a significant number of pavements that do not yet require more extensive repairs. These treatments will improve the condition and extend the life of these pavements.

A highlight of the Five Year Plan is the rehabilitation of I-75 from US-2 in Mackinac County north to M-28 in Chippewa County. The combination of reconstruction, resurfacing and maintenance projects represent an investment of more than \$50 million in this important commercial corridor.

## **Public Involvement**

Two listening sessions were held for Superior Region. The first was held on January 6, 2005 at the Holiday Inn in Marquette, and the second one was held January 7, 2005 at Bay College in Escanaba, Michigan. A brief summary follows:

- Twenty-one concerned citizens and stakeholders including county road commissions, city and village officials, planning organizations, state police, state and federal lawmakers and their representatives, public transit, engineering firms and media attended these meetings.
- Each Transportation Service Center provided a brief overview of some high impact projects that are currently underway and others that have been scheduled for the coming year. Basic mobility issues were the focus of the Escanaba Listening Session. Improving funding and questioning the source of future funding for public transit was also a major concern.
- Other comments included a discussion about appropriate truck weights, the gas tax increase, maintenance, and funding that will be allotted for road improvements and other projects. In the Escanaba meeting, there were questions regarding a four-lane corridor on M-35, the Escanaba River Bridge project and equitable state funding for the Upper Peninsula.

## **Corridor Improvement Strategies**

### **U.S. 41 Corridor Access Management Study from Portage Township Line to the Hancock city limits:**

This will be a major Access Management Study addressing capacity and safety issues throughout downtown Houghton, including Michigan Technological University, and the surrounding communities.

### **US-45 / M-38 / M-64 Access Management Study:**

Due to the re-location of the M-64 swing-bridge in Ontonagon County, M-64 will be re-aligned to the east. As a result, land-use and traffic patterns are anticipated to change throughout the village of Ontonagon. The proposed study will provide MDOT with a unique opportunity to address access management, land-use, and safety related issues before development occurs along this new segment of relocated highway.

### **US-2/Ironwood Access Management Study:**

MDOT will pursue an access management study along US-2, through downtown Ironwood, a major Wisconsin gateway. The study will provide a good opportunity for MDOT to partner with local officials in addressing capacity and safety issues throughout this corridor. The results will be integrated into a future reconstruction project along this segment of US-2.

# 2005-2009 ROAD & BRIDGE PROGRAM

## SUPERIOR BRIDGE - BIG BRIDGE PROGRAM

COUNTY	ROUTE (COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
ONTONAGON	M-64		M-64 OVER ONTONAGON RIVER	NEW STRUCTURE ON RELOCATED ROUTE	0.068	CON				
					0.068					



# 2005-2009 ROAD & BRIDGE PROGRAM

## SUPERIOR BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE(COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
BAPAGA	M-28		US-141/M-28 OVER ROCK RIVER	OVERLAY - DEEP	0.000		CON			
BAPAGA	M-28		M-28 OVER PERCH RIVER	BRIDGE REPLACEMENT	0.000	CON				
BAPAGA	US-41, M-28		US-41 OVER LAKE RUTH	PAINTING COMPLETE	0.000	CON				
CHIPPewa	I-75	PF	BARBEAU ROAD OVER I-75	OVERLAY - SHALLOW	0.000	CON				
CHIPPewa	I-75		I-75 SB OVER WCL RAILROAD SPUR AND TONE ROAD	OVERLAY - DEEP	0.000	CON				
CHIPPewa	I-75		I-75 NB OVER WCL RAILROAD SPUR AND TONE ROAD	OVERLAY - DEEP	0.000	CON				
CHIPPewa	M-28		M-28 OVER HENDRIE RIVER	OVERLAY - DEEP	0.000	CON				
DELTA	US-2		US-2/US-41 OVER ESCANABA RIVER	BRIDGE REPLACEMENT	0.000					CON
DELTA	US-2, US-41		US-2, US-41 OVER FORD RIVER	PAINTING COMPLETE	0.000	CON				
GOSEBIC	US-2		US-2 OVER LITTLE BLACK RIVER	DECK REPLACEMENT	0.000		CON			
GOSEBIC	US-2		US-2 OVER SUNDAY LAKE OUTLET	DECK REPLACEMENT	0.000		CON			
GOSEBIC	US-2		US-2 OVER BLACK RIVER	DECK REPLACEMENT	0.000		CON			
HOUGHTON	M-28		M-28 OVER JUMBO CREEK	OVERLAY - DEEP	0.000	CON				
IRON	US-141		US-141 OVER EAST BRANCH NET RIVER	PAINTING COMPLETE	0.000	CON				
IRON	US-141		US-141 OVER PAINT RIVER	OVERLAY - DEEP	0.000	CON				
KEWEENAW	M-28 (Sand Dunes Drive)		M-28 (RELOCATION) OVER EAGLE RIVER	HMA OVERLAY WITH WATERPROOFING MEMBRANE	0.000		CON			
LUCE	M-123		M-123 OVER TAHQUAMENON RIVER	PAINTING COMPLETE	0.000		CON			
MACKINAC	I-75		M-134 OVER I-75 NB	OVERLAY - DEEP	0.120			CON		
MACKINAC	I-75		M-134 OVER I-75 SB	OVERLAY - DEEP	0.120			CON		
MACKINAC	I-75		M-123 OVER I-75	OVERLAY - SHALLOW	0.000	CON				
MACKINAC	I-75		I-75 OVER HOBAN CREEK	CULVERT REPLACEMENT	0.000				CON	
MACKINAC	US-2		US-2 OVER CUT RIVER	DECK REPLACEMENT	0.000				CON	
MARQUETTE	M-28		M-28 OVER CHOQUOLAY RIVER	SUPERSTRUCTURE REPLACEMENT	0.000	CON				
MARQUETTE	US-41		ALTAMONT STREET OVER US-41/M-28	OVERLAY - DEEP	0.000		CON			
MARQUETTE	US-41		US-41 OVER US-81 RAILROAD (ABANDONED)	BRIDGE REPLACEMENT	0.625	CON				
MENOMINEE	US-2		US-2 OVER BIG CEDAR RIVER	SUPERSTRUCTURE REPLACEMENT	0.008	CON				
ONTONAGON	M-64		M-64 OVER CRANBERRY RIVER	OVERLAY - DEEP	1.600			CON		
ONTONAGON	M-64		M-64 OVER HALFWAY CREEK	OVERLAY - DEEP	1.600			CON		
ONTONAGON	M-64		M-64 OVER EAST SLOUGH ON TONOGAN RIVER	DECK PATCHING	0.000	CON				
SCHOOLCRAFT	M-94		M-94 OVER INDIAN RIVER	PAINTING COMPLETE	0.000		CON			
					2253					

# 2005-2009 ROAD & BRIDGE PROGRAM

SUPERIOR		PASSING RELIEF LANES		P.F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
COUNTY	ROUTE/(COMMON NAME)											
BARAGA	M-28				ROCK RIVER WEST 1.78 MILES	MINOR WIDENING	1.780	CON				
LUCE	M-28				COUNTY ROAD 381 WESTERLY 2.0 MILES	MINOR WIDENING	1.884	CON				
							3.674					

# 2005-2009 ROAD & BRIDGE PROGRAM

## SUPERIOR REPAIR AND REBUILD ROADS

COUNTY	ROUTE(COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
ALGER	M-28		AUTRAIN TO CHRISTMAS	RESTORATION AND REHABILITATION	6,325					CON
ALGER	M-28		FROM SHELTER BAY TO AUTRAIN	RESTORATION AND REHABILITATION	8,187					CON
ALGER	M-94		M-67 TO M-28	RESURFACE	15,510			CON		
BARAGA	M-28		JOHNSON ROAD TO M-28	RESURFACE	3,637			CON		
BARAGA	M-38		BARAGA / HOUGHTON COUNTY LINE EAST TO CR 560	RESURFACE	6,490		CON			
CHIPPewa	I-75		CHIPPewa COUNTY LINE TO TONE ROAD (M-80)	RESURFACE	9,780	CON				
CHIPPewa	M-123		7.4 MILES NORTH OF M-28 TO WHITE FISH POINT ROAD	RESURFACE	14,467			CON		
CHIPPewa	M-129 (Pike66 Rd)		SOUTH OF M-80 TO NORTH OF 10 MILE ROAD	RESTORATION AND REHABILITATION	7,251					CON
CHIPPewa	M-28		6 MILES EAST OF M-123 EAST TO NEAR STRONGS ROAD	RESURFACE	5,084				CON	
CHIPPewa	M-28		M-221 TO MACKINAC TRAIL	RESURFACE	7,910			CON		
CHIPPewa	M-28		HENDRIE RIVER TO WEST OF M-123	RESTORATION AND REHABILITATION	8,286		CON			
CHIPPewa	M-80 (Tone Road)		FROM COUNTY ROAD 63 (I-75) TO M-129	RESURFACE	7,917		CON			
DELTA	US-2		FEDERAL FOREST HIGHWAY 13 TO M-183	RESURFACE	7,978			CON		
DELTA	US-41		OSIER PASSING RELIEF LANES TO NIEMI ROAD	RESURFACE	6,009		CON			
DICKINSON	US-2	PF	FROM WASHINGTON STREET TO MICHIGAN AVENUE	MINOR WIDENING	0,750	CON				
GOGEBIC	M-64		WISCONSIN STATE LINE NORTH TO MARENISCOO	RESURFACE	8,220					CON
GOGEBIC	US-2		BESSEMER TO WAKEFIELD	RESURFACE	5,069		CON			
HOUGHTON	M-203		LAKE SHORE ROAD TO 11TH STREET	RECONSTRUCTION	5,783		CON			
HOUGHTON	M-26		DOLLAR BAY TO LAURIUM	RESURFACE	7,967				CON	
HOUGHTON	M-26		KEARSARGE STREET TO STANTON AVENUE	RESURFACE	2,860		CON			
HOUGHTON	M-38		BARAGA CITY LINE TO ONTONAGON CITY LINE	RESURFACE	12,298		CON			
IRON	M-69		PAINT RIVER BRIDGE IN CRYSTAL FALLS TO M-95	RESURFACE	12,080			CON		
IRON	US-141		BASILIO ROAD NORTHERLY TO THE BARAGA COUNTY LINE	RESURFACE	8,870			CON		
IRON	US-2		CHI CAUGON SLOUGH BRIDGE TO OSS ROAD	TRAFFIC OPERATIONS OR SAFETY WORK	2,000	CON				
KEWEENAW	US-41		LA LABELLE ROAD TO M-26	RESURFACE	10,080		CON			
LUCE	M-123		SKYLINE TRUCK TRAIL NORTH TO CHIPPewa COUNTY LINE	RESURFACE	13,330			CON		
LUCE	M-123		NORTH OF SKYLINE TRUCK TRAIL TO TRUMAN STREET	RESURFACE	11,419	CON				
LUCE	M-28		M-123 TO BORGSTROM ROAD	RESURFACE	6,997				CON	
LUCE	M-28		M-117 TO M-123 AT NEWBERRY	RESURFACE	3,305			CON		
LUCE	M-28		COUNTY ROAD 393 TO EAST OF THE HENDRIE RIVER	RESURFACE	6,474	CON				
MACKINAC	I-75	PF	US-2 TO NORTH OF THE PORTAGE STREET RAMPS	RECONSTRUCTION	1,010	CON				
MACKINAC	I-75		M-134 TO SOUTH OF THE CHIPPewa COUNTY LINE	RESURFACE	9,040		CON			
MACKINAC	M-134 (N HURON SHORE DR)		FROM 3 MILE ROAD TO HILLTOP ROAD	RESURFACE	3,509			CON		
MACKINAC	US-2		BOUCHA RD TO BORGSTROM RD (OMIT BLACK RIVER AREA)	RESURFACE	5,669					CON
MACKINAC	US-2		EAST OF BREVORT LAKE ROAD TO MARTIN LAKE ROAD	RESURFACE	6,010					CON
MARQUETTE	M-35		M-35 THROUGH DOWNTOWN GWINN	RECONSTRUCTION	1,100					CON
MARQUETTE	M-95		REPUBLIC TO US-41	RESTORATION AND REHABILITATION	6,390		CON			
MARQUETTE	US-41 (M-28)		NEGAUNEE TO MARQUETTE	RESURFACE	6,928	CON				

# 2005-2009 ROAD & BRIDGE PROGRAM

## SUPERIOR REPAIR AND REBUILD ROADS

COUNTY	ROUTE (COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
MARQUETTE	US-41 / US-28		HUMBOLDT TO THE PESHEKEE RIVER BRIDGE	RECONSTRUCTION	3239				CON	
MARQUETTE	US-41 BR. (Washington)		US-41 BUSINESS ROUTE IN MARQUETTE	RESTORATION AND REHABILITATION	1410			CON		
MARQUETTE	US-41/M-28		CHERRY CREEK RD TO 41 BYPASS IN MARQUETTE	RESTORATION AND REHABILITATION	4400					CON
MARQUETTE	US-41/M-28		PURPLE ROAD NORTH 4 MILES TO BARAGA COUNTY LINE	RECONSTRUCTION	4100					CON
MARQUETTE	US-41/M-28		ASPEN RIDGE ROAD TO WEST OF M-96	RESURFACE	8513			CON		
MENOMINEE	M-69		SOUTH GABOR ROAD TO THE DELTA COUNTY LINE	RESTORATION AND REHABILITATION	9673				CON	
MENOMINEE	US-2		US-2 OVER WOL RR	BRIDGE REMOVAL	10365	CON				
MENOMINEE	US-2		US-2 OVER LITTLE CEDAR RIVER	SUBSTRUCTURE REPAIR	10365	CON				
MENOMINEE	US-2		US-2 OVER BIG CEDAR R	HMA OVERLAY WWATERPROOFING MEMBRAI	10365	CON				
MENOMINEE	US-41		BAGLEY TO POWERS	RESTORATION AND REHABILITATION	10131		CON			
MENOMINEE	US-41		CANW RAILROAD BRIDGE NORTHERLY TO 20TH AVENUE	RECONSTRUCTION	1071			CON		
ONTONAGON	M-107		SILVER CITY TO BOUNDARY ROAD	RESURFACE	2692		CON			
ONTONAGON	M-107		SOUTH BOUNDARY ROAD TO LAKE OF THE CLOUDS	RESURFACE	8884		CON			
ONTONAGON	M-26		US-45 NORTHESTERLY TO THE HOUGHTON COUNTY LINE	RESURFACE	15525			CON		
ONTONAGON	M-28		EAST HOUGHTON COUNTY LINE WEST TO TROUT CREEK	RESURFACE	20866	CON				
ONTONAGON	M-38		FROM M-28 WESTERLY TO THE HOUGHTON COUNTY LINE	RESURFACE	5920		CON			
ONTONAGON	US-46		GOGEBIC COUNTY LINE TO M-28 NEAR BRIDGE CROSSING	RESTORATION AND REHABILITATION	14232				CON	
ONTONAGON	US-46		M-28 TO THE BALTIMORE RIVER	RESURFACE	7200			CON		
ONTONAGON	US-46		M-26 TO M-38 AND M-38 FROM GREENLAND TO ONTONAGON	RESURFACE	24573	CON				
SCHOOLCRAFT	M-28		M-28 OVER CLARK'S DITCH	HMA CAP (NO MEMBRANE)	22436	CON				
SCHOOLCRAFT	M-28		M-28 OVER HOLLAND CR	HMA OVERLAY WWATERPROOFING MEMBRAI	22436	CON				
SCHOOLCRAFT	M-28		M-28 OVER DRIGGS R	HMA CAP (NO MEMBRANE)	22436	CON				
SCHOOLCRAFT	M-28		M-28 OVER WALSH CR	HMA CAP (NO MEMBRANE)	22436	CON				
SCHOOLCRAFT	M-28		M-28 OVER CREIGHTON CR	HMA CAP (NO MEMBRANE)	22436	CON				
SCHOOLCRAFT	M-28		M-28 OVER COMMENCEMENT CR	HMA OVERLAY WWATERPROOFING MEMBRAI	22436	CON				
SCHOOLCRAFT	M-77		US-2 NORTHERLY TO GERMFASK	RESURFACE	10640		CON			
SCHOOLCRAFT	M-94		RIVERVIEW ROAD IN MANISTIQUE TO DODGE LAKE ROAD	RESTORATION AND REHABILITATION	9152				CON	
					465021					



## North Region



The North Region is comprised of the 24 northernmost counties of the lower peninsula, which are: Alcona, Alpena, Antrim, Benzie, Charlevoix, Cheboygan, Crawford, Emmet, Grand Traverse, Iosco, Kalkaska, Lake, Leelanau, Manistee, Mason, Missaukee, Montmorency, Ogemaw, Osceola, Oscoda, Otsego, Presque Isle, Roscommon, and Wexford. Major routes include I-75, US-127, US-23, US-131, and US-31.

The North Region continues to provide quality transportation services for Michigan's highly successful year-round tourism industry. Preservation of the existing system remains a high priority. The effective passing relief lane program will be continued through 2008, with more than 25 miles of passing relief lanes planned for the next four years.

MDOT continues a strategy to address operational issues and the removal of congestion points, wherever possible, to ensure the smooth flow of traffic. The department also continues to address recreational and daily congestion problems in specific locations such as Alpena, Cadillac, Gaylord, Grayling, Petoskey, and Traverse City.

### **2004 Accomplishments**

The North Region awarded 66 projects in 2004, worth more than \$82 million in road and safety funds. Since the year 2001, \$138 million dollars were awarded in road and bridge funds. This translates to 163 miles of roadway rehabilitated, 18 miles of passing

relief lanes constructed, and 10 bridges upgraded in the past three years. Highlights of the 2004 construction program include:

### **US-23 Bascule Bridge in the city of Cheboygan**

This mechanical lift bridge carries US-23 traffic over the Cheboygan River, part of the inland waterway Chain-of-Lakes system. The project involved replacing the deck, repairing the substructure and mechanical work, and painting the bridge elements to preserve the life of the structure. A new operator's house is now in place and the old operator's house was preserved with decorative bridge railings to maintain the historic significance of this bridge. The work was completed in the winter and spring in order to minimize the impact on the users of the navigable waterway and US-23 vehicular traffic.

### **Non-motorized corridor in Crawford County**

Transportation Enhancement funding was used to complete two new sections of non-motorized pathway in Crawford County and a streetscape along the business loop in the city of Grayling. With the completion of the 2005 segment, bicyclists and other non-motorized travelers will be able to travel from Camp Grayling all the way to Hartwick Pines State Park on a designated pathway.

### **Continuing focus on the US-131 corridor**

Nine miles of northbound US-131 freeway in Osceola County were preserved to continue the corridor approach to upgrading surface condition and service life of this busy stretch of highway. The corresponding southbound section is scheduled for the upcoming 2005 construction season, as well as work in Antrim County on eight miles of the same corridor in the non-freeway section of US-131.

### **Completion of the M-65 Bridge over the Au Sable River and approach roadway realignment**

On M-65, in Iosco County, a new 760-foot span was constructed over the Au Sable River and over one mile of roadway realigned at a cost of \$7.3 million to greatly improve the M-65 corridor. The goal of these improvements, to enhance safety for commercial and recreational traffic heading in and out of northeast Michigan, is being realized as the road was opened to traffic one month ahead of schedule and within budget.

### **M-88 in Antrim County from Mancelona to Bellaire**

This busy tourist corridor was preserved with the crushing and shaping of the existing bituminous roadway which was then utilized as the base for new hot mix asphalt placed to rejuvenate this stretch of road. Detailed schedules and timing allowed this work to be completed with minimal disruption to vacation and seasonal travelers in the area.

### **Five Year Road & Bridge Program**

The projects identified in this 2005 to 2009 Five Year Road and Bridge Program for the North Region total approximately \$166 million. Investments are allocated in the following manner:

North Region	Amount in Millions of Dollars		
	Other Funding	Preserve First Funds	Total 2005-2009
Road Preservation	\$148	\$4	\$152
Bridge Preservation	\$14	\$0	\$14
<b>Total 2005-2009</b>	<b>\$162</b>	<b>\$4</b>	<b>\$166</b>

(Amounts are rounded to the nearest million dollars)

The North Region's upcoming road rehabilitation and reconstruction program will upgrade more than 448 miles of the region's 1,977 mile system over the next five years, and includes approximately 25 miles of new passing relief lanes. The bridge program will address 43 (*nine percent*) of the region's 453 structures. Additionally, Capital Preventive Maintenance (CPM) funds are programmed annually for a significant number of projects designed to preserve the condition of the region's roads and extend their pavement life .

North Region	Miles of Road	Number of Bridges
Total in Region	1,977	453
Scheduled to be Worked on	448	43
Percentage of Region	23 %	9 %

## Public Involvement

Two listening sessions were held in North Region. One was held on January 13<sup>th</sup> in Traverse City and the other was held on January 14<sup>th</sup> in Alpena. A brief summary follows.

There were a total of six written comments and 16 verbal comments between the two sessions. Comments included increasing safety and options for non-motorized travel. There is an interest in increasing east/west access across the region through increasing passing relief lanes and the possibility of an east/west freeway in northern Michigan. The need and benefits of increasing the gas tax as a method of improving service and solving funding for projects was also suggested. Appreciation of MDOT and the listening sessions were also included in the comments.

## Corridor Improvement Strategies

Corridor improvement strategies are being developed and implemented as individual projects. Targeted corridors are M-72, US-23, M-65, and M-115 as well as the major north-south routes of I-75 and US-131. Access management planning, reconstruction, and passing relief lanes are being used to improve the heavily traveled M-72 corridor between Traverse City (US-31) and Grayling (I-75).

During this past construction season, the M-65 corridor strategy included replacement of the bridge over the Au Sable River to eliminate truck restrictions at this location and to provide an alternative commercial route to US-23.

The strategy for the US-131 corridor includes the construction of a limited-access transition from the end of the new freeway, south of the Manistee River to north of M-113. Construction is scheduled to begin in 2005. The work will be completed without the Manistee River Bridge being widened.



# 2005-2009 ROAD & BRIDGE PROGRAM

## NORTH BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE (COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
CHARLEVOIX	M-75 (S East Street)		M-75 OVER BOYNE RIVER	OVERLAY - DEEP	0.002	CON				
CHEBOYGAN	M-27		M-27 OVER MULLETT CREEK	BRIDGE REPLACEMENT	0.000	CON				
CRAWFORD	I-75		I-75 SB OVER US-127 NB	SUBSTRUCTURE PATCHING	0.002	CON				
CRAWFORD	I-75		I-75 BUSINESS LOOP NB OVER I-75 SB	JOINT REPLACEMENT	0.002	CON				
CRAWFORD	I-75		4 MILE ROAD OVER I-75	SUBSTRUCTURE PATCHING	0.002	CON				
EMMET	I-75		I-75 OVER D&M RAILROAD (ABANDONED)	PAINTING COMPLETE	0.031		CON			
EMMET	I-75		I-75 OVER CENTRAL STREET	DECK REPLACEMENT	0.000		CON			
ISCO	US-23		US-23 OVER PRIVATE RAILROAD (ABANDONED)	SUPERSTRUCTURE REPLACEMENT	0.001			CON		
ISCO	US-23		US-23 OVER AU SABLE RIVER	OVERLAY - DEEP	0.100	CON				
LEELANAU	M-22		M-22 OVER GLEN LAKE NARROWS	BRIDGE REPLACEMENT	0.000				CON	
LEELANAU	M-22		M-22 OVER CEDAR CREEK	BRIDGE REPLACEMENT	0.000			CON		
MANISTEE	M-115		M-115 OVER CSX RAILROAD (ABANDONED)	BRIDGE REMOVAL	0.310		CON			
MISSAUKIEE	M-66		M-66 OVER CLAM RIVER	OVERLAY - DEEP	0.100	CON				
MONTMORENCY	M-33	PF	M-33 OVER THUNDER BAY CREEK	OVERLAY - DEEP	0.000	CON				
OCEMAW	I-75		I-75 SB OVER SKI PARK ROAD	SUPERSTRUCTURE REPAIR	3.295	CON				
OCEMAW	I-75		I-75 NB OVER SKI PARK ROAD	SUPERSTRUCTURE REPAIR	3.295	CON				
OCEMAW	I-75		I-75 NB OVER M-30	PAINTING - ZONE	3.295	CON				
OCEMAW	I-75		I-75 SB OVER M-30	PAINTING - ZONE	3.295	CON				
OCEOLA	M-66		M-66 OVER MIDDLE BRANCH RIVER	OVERLAY - DEEP	0.100	CON				
OCEOLA	US-131		US-131 SB OVER PENASHA ROAD (9 MILE ROAD)	CONCRETE SEALING	0.002	CON				
OCEOLA	US-131		US-131 SB OVER GRAND AVENUE (7 MILE ROAD)	MINOR CONCRETE PATCHING	0.002	CON				
OCEOLA	US-131		ASHTON ROAD OVER US-131	MINOR CONCRETE PATCHING	0.002	CON				
OCEOLA	US-131		US-131 NB OVER 9 MILE ROAD (PENASHA ROAD)	OVERLAY - EPOXY	0.002	CON				
OCEOLA	US-131		US-131 SB OVER EAST BRANCH HERSEY CREEK	CONCRETE SEALING	0.002	CON				
OCEOLA	US-131		US-131 SB OVER HERSEY CREEK	CONCRETE SEALING	0.002	CON				
OCEOLA	US-131		US-131 NB OVER HERSEY CREEK	CONCRETE SEALING	0.002	CON				
OCEOLA	US-131		20 MILE ROAD (MARION) OVER US-131 NB	JOINT REPLACEMENT	0.002	CON				
OCEOLA	US-131		20 MILE ROAD (MARION) OVER US-131 SB	JOINT REPLACEMENT	0.002	CON				
OCEOLA	US-131		18 MILE ROAD (ROSE LAKE) OVER US-131	CONCRETE SEALING	0.002	CON				
OCEOLA	US-131		US-131 NB OVER GRAND AVENUE (7 MILE ROAD)	CONCRETE SEALING	0.002	CON				
OCEOLA	US-131		LERROY ROAD OVER US-131	JOINT REPLACEMENT	0.002	CON				
OCEOLA	US-131		LUTHER ROAD OVER US-131	JOINT REPLACEMENT	0.002	CON				
WEXFORD	M-37, M-115		M-37, M-115 OVER MDOT RAILROAD	DECK REPLACEMENT	0.000					CON
WEXFORD	US-131 (Mackinaw Trail)		NO. 36 ROAD OVER US-131	SUBSTRUCTURE PATCHING	0.001	CON				
WEXFORD	US-131 (Mackinaw Trail)		GROSBY ROAD (RELOCATION) OVER US-131	SUBSTRUCTURE PATCHING	0.001	CON				
WEXFORD	US-131 (Mackinaw Trail)		M-55 OVER US-131	SUBSTRUCTURE PATCHING	0.001	CON				
WEXFORD	US-131 (Mackinaw Trail)		OLD US-131 OVER US-131	PAINTING COMPLETE	0.001	CON				
WEXFORD	US-131		US-131 NB OVER 50 MILE ROAD	JOINT REPLACEMENT	0.002	CON				

# 2005-2009 ROAD & BRIDGE PROGRAM

## NORTH BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE (COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
WEXFORD	US-131		US-131 NB OVER M-115	CONCRETE SEALING	0.002	CON				
WEXFORD	US-131		US-131 SB OVER M-115	CONCRETE SEALING		CON				
WEXFORD	US-131		US-131 SB OVER 60 MILE ROAD	JOINT REPLACEMENT	0.002	CON				
WEXFORD	US-131		US-131 NB OVER MDOT RAILROAD (ABANDONED)	CONCRETE SEALING	0.002	CON				
WEXFORD	US-131		US-131 SB OVER MDOT RAILROAD (ABANDONED)	CONCRETE SEALING	0.002	CON				
					3.946					

# 2005-2009 ROAD & BRIDGE PROGRAM

## NORTH PASSING RELIEF LANES

COUNTY	ROUTE (COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
GRAND TRAVERSE	M-37		SOUTH OF VANCE ROAD TO NORTH OF US-31	MINOR WIDENING	1,802	CON				
MISSAUKIEE	M-55		8 MILE ROAD TO STEVENS ROAD	MINOR WIDENING	1,766	CON				
OSCODA	M-33		CURTISVILLE ROAD TO ZIMOWSKI ROAD	MAJOR WIDENING	1,307	CON				
					4,875					

# 2005-2009 ROAD & BRIDGE PROGRAM

## NORTH REPAIR AND REBUILD ROADS

COUNTY	ROUTE(COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
ALCONA	M-72		ODONNELL ROAD EAST TO F-41	RESTORATION AND REHABILITATION	11191			CON		
ALCONA	M-72		US-23 TO F-41	RESURFACE	6227	CON				
ALCONA	US-23		EVERETT ROAD TO BLACK RIVER ROAD	RESTORATION AND REHABILITATION	4889					CON
ALCONA	US-23		NORTH OF GREENBUSH TO SOUTH OF M-72 IN HARRISVILLE	RESTORATION AND REHABILITATION	3840		CON			
ALPENA	M-32		INTERSECTION AT RIPLEY STREET IN ALPENA	RECONSTRUCTION	0466				CON	
ALPENA	M-65		SOUTH OF VANWAGNER ROAD TO M-32	RESURFACE	16221			CON		
ALPENA	M-65		M-32 TO GRAND LAKE HIGHWAY	RESURFACE	14976		CON			
ALPENA	US-23		THUNDERBAY RIVER BRIDGE TO HAMILTON ROAD	RECONSTRUCTION	2390				CON	
ALPENA	US-23		HAMILTON ROAD TO PRESQUE ISLE COUNTY LINE	RESURFACE	8019			CON		
ANTRIM	M-88		SOUTH OF ECKHARDT ROAD TO SOUTH CENTRAL LAKE	RESURFACE	1400		CON			
ANTRIM	M-88		BELLAIRE TO ECKHARDT ROAD	RESTORATION AND REHABILITATION	5480				CON	
ANTRIM	US-131		FROM ELDER ROAD NORTH TO M-66	RECONSTRUCTION	2314					CON
ANTRIM	US-131		ALBA ROAD TO THE NORTH M-32 JUNCTION	RESURFACE	8140	CON				
BENZIE	M-115		FROM BRIDGE STREET EAST 4 MILES	RESTORATION AND REHABILITATION	3469					CON
BENZIE	M-115		MANISTEE COUNTY LINE TO US-31	RESURFACE	10941		CON			
BENZIE	M-22		SOUTHSHORE DRIVE TO NORTH CRYSTAL DRIVE	RESTORATION AND REHABILITATION	4440	CON				
BENZIE	M-22		MANISTEE COUNTY LINE TO ELBERTA	RESURFACE	8120			CON		
CHARLEVOIX	M-32		JORDAN RIVER BRIDGE EAST TO THIRD STREET	RECONSTRUCTION	0281		CON			
CHEBOYGAN	I-75		TOPINABEE ROAD TO RIGGSVILLE ROAD	RESTORATION AND REHABILITATION	5547				CON	
CHEBOYGAN	I-75		FROM INDIAN RIVER TO TOPINABEE	RESTORATION AND REHABILITATION	4690			CON		
CHEBOYGAN	I-75		FROM RIGGSVILLE ROAD TO LEVERING ROAD	RESTORATION AND REHABILITATION	4332	CON				
CHEBOYGAN	I-75	PF	LEVERING ROAD TO HEBRON TOWN HALL ROAD	RESTORATION AND REHABILITATION	4262	CON				
CHEBOYGAN	I-75 NB		FROM US-31 NORTH TO M-108	RESURFACE	1990			CON		
CHEBOYGAN	I-75 SB		NORTH OF US-31 TO SOUTH OF M-108	RESURFACE	1990		CON			
CHEBOYGAN	M-27		FROM LINCOLN ST TO US-23	RECONSTRUCTION	0982					CON
CHEBOYGAN	US-23		FROM CHEBOYGAN EAST COUNTY LINE TO GARFIELD	RESTORATION AND REHABILITATION	13780					CON
CRAWFORD	I-75		FROM CRAWFORD SOUTH COUNTY LINE TO US-127	RESURFACE	5927		CON			
CRAWFORD	I-75 BL		FROM M-72 EAST TO M-72 WEST	RECONSTRUCTION	0688					CON
CRAWFORD	M-18		FROM ROSCOMMON COUNTY LINE TO OSCODA COUNTY LINE	RESURFACE	8673	CON				
CRAWFORD	M-93		CAMP GRAYLING NORTH 2 MILES	RESURFACE	2385	CON				
GRAND TRAVERSE	US-31		ACME NORTHERLY TO THE ANTRIM COUNTY LINE	RESURFACE	7140		CON			
IOSCO	M-65		FROM THE AU SABLE RIVER NORTH TO KINGSCORNER ROAD	RESTORATION AND REHABILITATION	3693					CON
KALKASKA	M-66		FROM MISSAUKE COUNTY TO M-72	RESURFACE	13763	CON				
KALKASKA	US-131		KALKASKA TO VILLAGE OF ANTRIM	RESTORATION AND REHABILITATION	11273			CON		
LAKE	M-37		US-10 (NORTH JUNCTION) TO 7 MILE ROAD	RESURFACE	10478			CON		
LEELANAU	M-204		FROM GOODHARBOR BAY TO SUTTONS BAY	RESURFACE	7810		CON			
LEELANAU	M-22		FROM M-72 NORTH TO CEDAR CREEK	RESURFACE	1600			CON		
LEELANAU	M-22		COUNTY ROAD #75 TO M-204	RESURFACE	15530			CON		

# 2005-2009 ROAD & BRIDGE PROGRAM

## NORTH REPAIR AND REBUILD ROADS

COUNTY	ROUTE(COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
LEELANAU	M-22		FROM EMPIRE TO COUNTY ROAD 616	RESURFACE	3810		CON			
MANISTEE	M-115		NORTH MANISTEE COUNTY LINE TO EAST MANISTEE COUNTY	RESURFACE	9776		CON			
MANISTEE	US-31		BETWEEN MANISTEE AND BEAR LAKE	RECONSTRUCTION	5227			CON		
MISSAUKIEE	M-55		M-66 TO 8 MILE ROAD	RESTORATION AND REHABILITATION	8125				CON	
MISSAUKIEE	M-66		RANDELL ROAD TO M-42	RESTORATION AND REHABILITATION	1676				CON	
MISSAUKIEE	M-66		IN MISSAUKIEE COUNTY	RESURFACE	14090	CON				
MONTMORENCY	M-33		M-32 IN ATLANTA NORTH TO PRESQUE ISLE COUNTY LINE	RESTORATION AND REHABILITATION	14292		CON			
OGEMAW	M-30		FROM THE GLADWIN COUNTY LINE TO M-55	RESURFACE	8179			CON		
OGEMAW	M-55		HENDERSON LAKE ROAD TO SAGE LAKE ROAD	RESURFACE	4729			CON		
OSCEOLA	M-115		M-61 TO CLARE COUNTY LINE	RESTORATION AND REHABILITATION	5821					CON
OSCEOLA	M-115		50TH AVENUE TO 19 MILE ROAD	RECONSTRUCTION	3140				CON	
OSCEOLA	US-10		200TH AVENUE TO WEST OF 175TH AVENUE	RECONSTRUCTION	2320		CON			
OSCEOLA	US-131 NB		NORTH OF LUTHER ROAD TO M-115	RESURFACE	15386			CON		
OSCEOLA	US-131 SB		SOUTH OF LUTHER ROAD TO WHITE PINE TRAIL	RESURFACE	12148		CON			
OSCEOLA	US-131 SB		NORTH OF US-10 TO SOUTH OF LUTHER ROAD	RESTORATION AND REHABILITATION	7860	CON				
OSCODA	M-33		M-72 TO NORTH OF MCKINLEY ROAD	RESTORATION AND REHABILITATION	6661	CON				
OSCODA	M-33		NORTH OF BORDEN ROAD TO FOURTEENTH STREET IN MIO	RESTORATION AND REHABILITATION	12456	CON				
OSCODA	M-72		WEST OSCODA COUNTY LINE EAST TO M-33 IN MIO	RESURFACE	13447	CON				
OTSEGO	I-75		RAMPS AT OLD ZF	RESTORATION AND REHABILITATION	6710				CON	
PRESQUE ISLE	M-68		CURTIS ROAD TO US-23	RESURFACE	7090			CON		
PRESQUE ISLE	US-23		ALPENA COUNTY LINE TO COUNTY ROAD 638	RESURFACE	11350		CON			
ROSCOMMON	M-55 OLD (West Branch Road)		FROM M-55 TO I-75	RESURFACE	12003		CON			CON
ROSCOMMON	US-127 SB		AT THE HIGGINS LAKE REST AREA	ROADSIDE FACILITIES - PRESERVE	1193					
WEXFORD	M-115		MACINAW TRAIL TO 46 ROAD	RESURFACE	1009				CON	
WEXFORD	M-115		39 ROAD TO 48 ROAD	RECONSTRUCTION	2139	CON				
WEXFORD	M-115		SUNNYSIDE DRIVE TO 39 ROAD	RECONSTRUCTION	6852		CON			
WEXFORD	M-37		M-55 TO 36 ROAD	RESURFACE	11831			CON		
WEXFORD	M-37		NORTH OF 30 ROAD TO M-115	RESURFACE	7588		CON			
WEXFORD	US-131		6 1/2 ROAD TO NORTH OF M-113	RESTORATION AND REHABILITATION	3725	CON				
WEXFORD	US-131 BR (Mitchell Street)		PEARL STREET TO CHARIN STREET	RECONSTRUCTION	6912					CON
WEXFORD	US-131 NB		AT THE CADILLAC REST AREA	ROADSIDE FACILITIES - PRESERVE	6460	CON				
					449232					

# Grand Region



The Grand Region serves eight counties in the western part of Michigan. These include Ionia, Kent, Mecosta, Montcalm, Muskegon, Newaygo, Oceana, and Ottawa Counties. Located within the Grand Region are the metropolitan areas of Grand Rapids, Holland and Muskegon which through a combination of manufacturing, agriculture and tourism make up one of the largest economies in the Upper Midwest. Together, the counties of the Grand Region have a labor force of over 600,000 people. Major economic sectors in the Grand Region include manufacturing, retail, health care, agriculture and tourism. Major state trunklines include: I-96, I-196, US-31, US-131 and the new M-6 freeway.

Under the Preserve First initiative, the Grand Region will continue to prioritize road and bridge preservation needs along the major trunkline routes, to address system condition needs and support the economy of this region. Project selection strategies focus on preserving and upgrading the system with an emphasis on freeway modernization, safety, and operational improvements.

## 2004 Accomplishments

The Grand Region's construction program over the last five years included a record level of over \$950 million in construction contracts. Over 680 miles of road were resurfaced or reconstructed, and 93 bridges were upgraded over this period. As a result, surface condition improved from 80 percent good in 1997 to 86 percent good in 2003. With the completion of the M-6 freeway there are over 75 new structures and 20 miles of new roadway. These surface and capacity improvements are vital in bringing about improved ride quality, and reduced congestion and travel times in this region.

- **M-6 (Paul B Henry Freeway):** Work on this major transportation investment in Kent and Ottawa Counties was completed and open to traffic in November 2004. The project was planned, designed and constructed over a period of 11 years involving multiple partners, contracts and participants. The project was developed to address congestion along several major state and local corridors, and to support economic activity, in the Grand Rapids area.

As part of the project, MDOT has graded within our right-of-way to facilitate construction of a future non-motorized trail. On October 2, 2004, the “South Belt Shuffle” was held to allow people to walk, run, and bicycle on part of the new freeway, prior to its opening.

The Shuffle was sponsored by MDOT, in partnership with the Governor’s Council on Physical Fitness and the Michigan Department of Community Health, as well as several contractors, churches, communities, schools, and local trail organizations. The construction of the M-6/US-131 interchange is the single largest contract in MDOT’s history, totaling \$148 million. US-131 was also widened from 44<sup>th</sup> Street to 76<sup>th</sup> Street from four to six lanes as part of the interchange project.

- **M-45 (Lake Michigan Dr. in Walker and Grand Rapids):** This four-mile long reconstruction project was an example of strong partnerships between MDOT, both cities, community leaders, residents, and developers along this corridor. As a result, safety improvements and sidewalks were added to this corridor, jointly funded by MDOT (including CMAQ funds), the cities of Walker and Grand Rapids, the Walker DDA, and developers. MDOT also made enhancements to a retaining wall constructed in a residential area, which included formed feature concrete, colored concrete surface sealer, and a decorative fence on top of the wall.
- **M-11 (Wilson Ave) at M-45 (Lake Michigan Dr.) Intersection:** This major trunkline intersection in the City of Walker was improved to address access, safety, and congestion issues resulting from growth and development in the vicinity. The improvements, including signal enhancements, additional left and right-turn lanes, and access roads within the commercial development area, are being jointly funded by developers, the City of Walker, the Walker DDA, and MDOT. This intersection is about one-half mile west of the M-45 project listed above.
- **M-45 (Lake Michigan Drive) in Allendale and Tallmadge Townships:** Landscaping projects in the new boulevard segment, bike paths, and several safety improvements are now completed. As a true “Context Sensitive” project, the M-45 work was coordinated closely with the Allendale and Tallmadge Charter Townships, and Grand Valley State University (GVSU). They participated in scoping, design, and construction phases on each project. As a result of this community outreach effort, agreement was reached on many aspects of this project including: bike paths, entry drive reconstruction at GVSU, utility relocation, final restoration, landscaping/streetscaping, and lighting to complete the project.

- **GT2 (Great Transit/Grand Tomorrows) Study/Rapid Central Station:** Grand Region, Bureau of Transportation Planning and Multi-Modal Bureau staff, participated with the Interurban Transit Partnership (the Rapid) in this major transit investment study in the Grand Rapids metro area. Two locally preferred corridors and mode choices have been identified and will be further defined over the next year. The Rapid Central station transfer facility was also opened in June 2004.
- **I-96 (Coopersville to Marne in Ottawa County):** This nine mile segment of freeway was rehabilitated with a seven inch concrete overlay, one bridge was replaced and widened, and repair work was completed on four bridges. Safety improvements were added between the Marne and M-11 interchanges; and the Ottawa County Road Commission, City of Coopersville, Polkton Twp., and MDOT jointly funded improvements to the 68<sup>th</sup> Ave. interchange.
- **M-120 resurfacing (Old Orchard to Marvin in Muskegon County) and M-20 reconstruction (M-37 to Swain in the City of White Cloud):** These two projects were completed in 2004. An extensive effort was undertaken to notify and involve impacted residents and business through a direct mailing to all property owners adjacent to these highways. MDOT is also working with the city on a potential Enhancement grant application for their downtown area along M-37 and M-20.
- **Shoreline Drive (Muskegon):** MDOT provided state funding and region/TSC design and construction assistance to the City of Muskegon to complete construction of a new route segment, and reconstruction of the existing route along the water-front in Muskegon. The water front area has been the site of several new and planned redevelopment projects in the city. When completed, this new route is planned to become the US-31 Business Route, replacing the existing route on one-way streets through downtown Muskegon.
- **M-50 (Lake Odessa):** This 1.3 mile long rehabilitation and reconstruction project was a partnership with the Village of Lake Odessa, the Lakewood Sewer Authority, and MDOT. MDOT agreed to modify the initial scope of the project to allow the community the opportunity to replace aged water-main and sanitary sewer facilities, which were within the influence area of the project. This coordinated work resulted in less disruption for the users of the highway and the adjacent property owners.
- **US-31 in Holland, between 8<sup>th</sup> Street and 32<sup>nd</sup> Street:** Resurfacing and joint repairs were completed in 2004 along this two mile segment of US-31. US-31 is a major trunkline as well as an urban commuter route along the coast of Lake Michigan which passes through the city of Holland.
- **The M-104 corridor in Ottawa County:** An intersection improvement and right turn lane was completed at School Street in the Village of Spring Lake, along with an Access Management Study for the entire corridor.



- **M-11 (28<sup>th</sup> Street):** Intersection improvements and reconstruction at Kalamazoo and Breton Avenues, in coordination with work on the two cross streets by the City of Grand Rapids, were completed in 2004. These improvements were targeted to improve safety and pavement condition in this high volume corridor.
- **M-20 corridor in Mecosta County connects markets and customers in West and Central Michigan.** Work on this corridor began in 2002 with the completion of M-20 work from US-131 to McKinley Road in the City of Big Rapids, and resurfacing from US-131 to 3<sup>rd</sup> Avenue. In 2003, 5.3 miles of M-20 was reconstructed from McKinley Road to 13 Mile Road and the intersection of M-20 and M-66 in the Village of Remus was improved.
- **I-96 in Metropolitan Grand Rapids:** Resurfacing for this important urban corridor continued in 2004 with the completion of the segment from Cascade to East of 28<sup>th</sup> Street. Modifications were also made to the eastbound off-ramp at the I-96/ East Beltline Interchange to improve freeway and interchange operations. Ramp turning lanes were added and extended to provide additional storage.
- **M-91(Greenville):** This 2.8 mile project rehabilitated this roadway in downtown Greenville, south of M-57. Coordination with the city led to upgrades to both sewer and water main facilities in conjunction with the road.
- **Major Freeway Sign Upgrading/Rumble Strip Program.** In an effort to improve safety in the Grand Region, two major programs were completed in 2004. Freeway signs on US-31 and I-96 were upgraded to enhance vision and line of sight for motorists. The Rumble Strip Program placed rumble strips 4 inches away from the roadway edge along 360 shoulder miles of freeway in the Grand Region. This pilot program is being evaluated for future safety benefits.
- **Road Salt Study (Ottawa County):** The Grand Region in cooperation with the Ottawa County Road Salt Commission has completed a study on the impact of road salt on the blueberry crop in Ottawa County. As a result of this effort, snow and ice removal on roads adjoining blueberry fields will be reduced, and other chemicals will be used and evaluated. Another key component to this effort will be maintenance driver education and the use of sensible salting techniques. The results of these actions will be monitored for a three-year period to determine their effectiveness.
- **Rest Area Improvements (Ionia, Ottawa and Muskegon Counties):** Three rest areas in the Grand Region received major renovations. The rest areas at I-96 near Portland and Fruitport, and on US-31 by Whitehall, were renovated and re-opened in 2004. All three areas now have modernized buildings, and other amenities such as improved parking, lighting, and picnic tables.
- **Lake Express Ferry Service (Muskegon):** The Muskegon TSC helped provide traveler information for this new Muskegon-Milwaukee ferry service by providing Way-Finding signs along US-31 and I-96. The new service will also be included on the 2005 Michigan State Transportation Map.

## Five Year Road and Bridge Program

The projects identified in this 2005 to 2009 Five Year Road and Bridge Program for the Grand Region total approximately \$233 million. Investments are allocated in the following manner:

Grand Region	Amount in Millions of Dollars		
	Other Funding	Preserve First Funds	Total 2005-2009
Road Preservation	\$164	\$0	\$164
Bridge Preservation	\$67	\$2	\$69
<b>Total 2005-2009</b>	<b>\$231</b>	<b>\$2</b>	<b>\$233</b>

(Amounts are rounded to the nearest million dollars)

There are a number of programs that are selected based on statewide priorities or where project identification is completed throughout the year. These investments are not reflected above, but are included in the statewide investment strategy.

The Grand Region's Five-Year preservation and capital preventive maintenance program will upgrade over 165 additional miles (*about 18 percent*) of the Grand Region's 938 miles of state trunklines during the next five years. Of the 741 bridges in the Grand Region, 87 (almost 12 percent) are currently programmed for improvements during this time period.

Grand Region	Miles of Road	Number of Bridges
Total in Region	938	741
Scheduled to be worked on	165	87
Percentage of Region	18 %	12 %

In addition, \$16 Million will be invested in the Capital Preventive Maintenance program in 2005, to preserve the condition of 200 miles (or 21 percent) of state trunklines in the Grand Region.

There are also a number of other programs that are selected based on statewide priorities or where project identification is completed throughout the year. These investments are not reflected above, but are included in the statewide investment strategy.

Over this 2005-2009 timeframe, major freeway work is programmed for the US-131 freeway north and south of Grand Rapids, I-96 in Kent and Ottawa Counties, and I-196 bridges in the city of Grand Rapids. Pavement rehabilitation is planned for the existing US-31 corridor in the Holland area, as well as Muskegon and Oceana counties.

## Public Involvement

A listening session was held on January 5, 2005 at Walker Fire Station in Walker, Michigan for the Grand Region. A summary of the meeting follows:

- Thirty-six concerned citizens and stakeholders including county road commissioners, city and village officials, metropolitan planning organization, chamber of commerce, private industry and special interest groups attended these meetings. Five individuals representing five media organizations attended also.
- The comments and questions received were mainly related to specific projects. They included questions regarding the procedure for obtaining a left turn lane, questions about truck weight limits, rest areas, the US31 bypass from Muskegon to Holland, the M44 connector at Northland Drive, how/why a highway obtains a specific designation such as “US”, “M” or “I”; and public transit and safety.

## Corridor Improvement Strategy

Major freeway work is programmed for the US-131 freeway north and south of Grand Rapids, I-96 in Kent and Ottawa Counties, and I-196 bridges in the city of Grand Rapids. Pavement rehabilitation is planned for the existing US-31 corridor in the Holland area.

### Major new preservation projects in the 2005 to 2009 program include:

- **I-196 (Gerald R. Ford Freeway) Bridges in Grand Rapids:** In 2006 pending FHWA approval of the Environmental Assessment, major rehabilitation and improvements are planned to several bridges along I-196 in Grand Rapids east of US-131. I-196 is nearly 40 years old in this area and has the second highest traffic volumes in the Grand Region. These projects will address structural issues on the bridges and improve traffic operations along this core urban freeway. This freeway provides access to the downtown area and its related major redevelopment projects, such as the new convention-entertainment complex and the Life Sciences Corridor. In 2008 a major rehabilitation project is scheduled in western Kent County, improving the segment from Kenowa Avenue to Chicago Drive.
- **I-96 Freeway between Coopersville and M-37 (Alpine Avenue) in Ottawa and Kent Counties:** In 2006, a five mile segment between Marne and M-37 (Alpine Avenue) in Kent County will be rehabilitated. This project continues the improvement of the corridor begun in 2004 with the Coopersville to Marne reconstruction. The I-96 freeway in this area links Grand Rapids and Muskegon.
- **US-131 Freeway, from Grand Rapids north to Rockford:** Reconstruction of this major freeway corridor in the Grand Rapids metro area begins in 2005 along the two mile segment between Ann Street and West River Drive, on the southbound lanes. Included with this project is the addition of a southbound merge/weave lane from the West River Drive off-ramp to the I-96 westbound on-ramp, and between eastbound I-96 and the southbound Ann Street off-ramp. Reconstruction of the northbound lanes, Ann Street to I-96, is scheduled for 2007, including the addition of a weave/merge lane. Also, the segment from 28<sup>th</sup> Street to Wealthy will be resurfaced in 2009.

Other work scheduled for this corridor in the Grand Rapids area includes: the North Park Street to West River pavement rehabilitation project scheduled for 2005 construction, and a rehabilitation project from West River Drive to 10 Mile Road in 2007. A series of bridge repairs for the US-131 corridor will also be coordinated with road work throughout the Five Year Plan.

- **US-131 near the City of Big Rapids:** A major resurfacing project will be completed in 2005. Work is planned to take place between 13 Mile and 19 Mile Roads, and the interchange at 19 mile will also be resurfaced.
- **US-31 in Muskegon and Oceana Counties:** Three resurfacing projects are scheduled for US-31: Fruitvale Road to Winston Road in 2005, and Shelby Road to Polk Road and Monroe Road to the north Oceana County Line in 2007. A 2008 project will reconstruct the segment from M-20 to Shelby Road. In 2009 two major projects are scheduled on Oceana County; Winston to M-20 and Monroe Road to the northern county line.
- **M-37 in Caledonia:** The four-mile segment from southern Kent County Line north to 76<sup>th</sup> Street will also be resurfaced in 2005. In addition, a center left turn lane is scheduled for the growing commercial corridor segment in the Village of Caledonia, and intersection safety improvements at 92<sup>nd</sup> and 100<sup>th</sup> Streets.
- **M-20 has major rehabilitation projects scheduled in Mecosta County.** The design phase has begun for the segment from 13 Mile Road to 80<sup>th</sup> Avenue east of Big Rapids and construction will be completed in 2007. In 2009 reconstruction of M-20 will be completed from the east city limits of Big Rapids to Remus, and from 80<sup>th</sup> Avenue to Poe Avenue. In 2008, approximately four miles of road will reconstructed from Newcosta Road east to US-131.
- **M-21 Corridor in Ionia County:** Major reconstruction projects to improve the corridor will begin in 2005 and be completed in 2008. In 2005 M-21 will be rehabilitated from east of Haynor Street to the east junction of M-66 in the City of Ionia. 2006 and 2007 projects will resurface 7.7 miles M-21 from Hillcrest Drive to Cook Road. In 2008, M-21 will be rehabilitated from M-66 to Lovell Street.
- **M-66 projects** include reconstruction from M21 north to Apple Tree Lane in the City of Ionia, and resurfacing from Portland Road to Grand River Avenue in the area of the I-96/M-66 Interchange. Both projects are scheduled for 2006.
- **M-46 projects:** In 2005 approximately 11 miles of resurfacing, reconstruction, and intersection safety upgrades will take place in Montcalm County. These projects are planned between Miles Road and M-66, the M-66 west junction to the M-66 east junction, and 2<sup>nd</sup> Street to Lewis Street in Edmore.
- **M-11 (28<sup>th</sup> Street)** The M-11 over US-131 structure will be replaced. This continues the Grand Region effort to improve the heavily traveled intersections within the 28<sup>th</sup> Street corridor through concrete reconstructions.

A 2008 reconstruction project will be completed between US-131 to Division Avenue, in conjunction with this project, and the segment between Division and Kalamazoo Avenues will be resurfaced.

- **I-196BL in the Holland area** will be rehabilitated from 96<sup>th</sup> Avenue to I-196 is included in the 2006 schedule of projects.
- **Chicago Drive (Old M-21) in the Jenison and Hudsonville areas** will be resurfaced in 2007, from 12<sup>th</sup> Avenue to School Street and from the Hudsonville City Limit to 12<sup>th</sup> Avenue.
- **M-104**, a segment in the Village of Spring Lake, US-31 east to Lake Street, will be resurfaced in 2005.
- **I-96 Access, East of the Thornapple River, in Kent County:** With the construction of the I-96 at M-6 interchange and I-96 at 36<sup>th</sup> Street interchange, there is no current identified need for additional access to I-96 based on existing and anticipated traffic patterns in the area. MDOT will work with the Grand Valley Metro Council staff and local officials to monitor the transportation system operations in this area to determine if any additional access improvements will be needed in the future. In addition, Capital Preventive Maintenance (CPM) projects, programmed annually, will be undertaken to improve the condition and extend the life of bridges and highway surfaces, as well as Traffic-Safety projects to improve traffic operations in the Grand Region. Several Congestion Mitigation/Air Quality (CMAQ) projects are also planned for trunklines in Kent, Ottawa, and Muskegon counties.

Some of the major CMAQ, Traffic-Safety, and CPM projects include:

- **A project with the Ottawa County Road Commission to improve circulation and access near the intersection of Old M-21 (Chicago Drive) and Washington will take place in 2005.** This joint effort includes intersection improvements, right turn lanes and in-direct left turns that will be completed in time for the opening of the new Zeeland Community Hospital.
- **Expansion of Intelligent Transportation Systems (ITS) for the Grand Rapids I-96/I-196 corridor began in 2004 and expected completion is set for 2005.** Components of this project include changeable message signs and cameras to monitor traffic operation. An area-wide ITS Study is also underway with the Grand Valley Metro Council.
- **M-11 (Wilson Avenue):** In continuing work on this well traveled corridor, after the 2004 intersection improvement at Burton Street, the intersection at **M-11 and O'Brien Street** will be upgraded in 2005. This upgrade includes a center left turn lane on M-11.
- **The northbound off-ramp at the US-31 at Russell Road interchange:** will be lengthened to improve traffic flow and turning lanes will be modified for this developing area of Muskegon County.

- **M-21 in Kent County** is scheduled for intersection improvements at Pettis Avenue, and a center left turn lane will be added from Bennett Street, west.
- **US-31BR**, from the US-31 freeway eastbound to the City of Hart, is scheduled for concrete joint repairs as part of the CPM program.
- **I-96 (Ionia County)**. In 2005, concrete pavement repairs will be made and the shoulders will be resurfaced along portions of the I-96 corridor in Ionia County.

# 2005-2009 ROAD & BRIDGE PROGRAM

## GRAND BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE(COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
IONIA	I-96		I-96 WB OVER GRAND RIVER AVENUE	PIN & HANGER REPLACEMENT	0.000				CON	
IONIA	I-96		I-96 EB OVER GRAND RIVER AVENUE	PIN & HANGER REPLACEMENT	0.000				CON	
IONIA	M-21 (Bluewater Highway)		M-21 OVER STONEY CREEK	OVERLAY - DEEP	1.000	CON				
IONIA	M-21 (Bluewater Highway)		M-21 OVER MAPLE RIVER	OVERLAY - DEEP	1.000	CON				
KENT	I-196 (Gerald R Ford Freeway)		I-196, M-21 WB OVER OTTAWA AVENUE AND RAMP A	SUPERSTRUCTURE REPLACEMENT, WIDEN, A	0.001		CON			
KENT	I-196		I-196, M-21 EB OVER CONRAIL RAILROAD (ABANDONED)	SUPERSTRUCTURE REPAIR	0.000			CON		
KENT	I-196 (Gerald R Ford Freeway)		I-196 OVER MONROE AVENUE	DECK REPLACEMENT	0.001	CON				
KENT	I-196		COLLEGE AVENUE OVER I-196	JOINT REPLACEMENT	0.000				CON	
KENT	I-196 (Gerald R Ford Freeway)		I-196, M-21 EB OVER OTTAWA AVENUE AND RAMP A	SUPERSTRUCTURE REPLACEMENT	0.001		CON			
KENT	I-196 (Gerald R Ford Freeway)		SCRIBNER OVER I-196 EB	OVERLAY - DEEP	1.000				CON	
KENT	I-196 (Gerald R Ford Freeway)		I-196 WB RAMP OVER OTTAWA AVENUE AND RAMP A	DECK REPLACEMENT	0.001	CON				
KENT	I-196 (Gerald R Ford Freeway)		I-196 WB OFF RAMP OVER DAILY MACHINE BUILDING	DECK REPLACEMENT	0.001	CON				
KENT	I-196		I-196 EB OVER PLYMOUTH ROAD	JOINT REPLACEMENT	0.000				CON	
KENT	I-196		EASTERN AVENUE OVER I-196	JOINT REPLACEMENT	0.000				CON	
KENT	I-196		I-196, M-21 EB OVER BRIDGE STREET	SUPERSTRUCTURE REPLACEMENT, WIDEN, A	1.000			CON		
KENT	I-196 (Gerald R Ford Freeway)		I-196 OFF RAMP OVER US-131 BR AND IONIA AVENUE	DECK REPLACEMENT	0.001	CON				
KENT	I-196 (Gerald R Ford Freeway)		I-196, M-21 WB OVER LAFAYETTE AVENUE	OVERLAY - DEEP	1.000				CON	
KENT	I-196		COIT AVENUE OVER I-196	JOINT REPLACEMENT	0.000				CON	
KENT	I-196		FULLER AVENUE OVER I-196	SUPERSTRUCTURE REPAIR	0.000				CON	
KENT	I-196 (Gerald R Ford Freeway)		I-196, M-21 EB OVER US-131 BR AND IONIA	SUPERSTRUCTURE REPLACEMENT	0.001		CON			
KENT	I-196		I-196 WB OVER PLYMOUTH ROAD	JOINT REPLACEMENT	0.000				CON	
KENT	I-196 (Gerald R Ford Freeway)		I-196, M-21 WB OVER BUTTERWORTH AVENUE	MISCELLANEOUS BRIDGE CPM	0.000			CON		
KENT	I-196		I-196, M-21 WB OVER BRIDGE STREET	SUPERSTRUCTURE REPLACEMENT, WIDEN, A	1.000			CON		
KENT	I-196		DIAMOND AVENUE OVER I-196	JOINT REPLACEMENT	0.000				CON	
KENT	I-196 (Gerald R Ford Freeway)		I-196, M-21 EB OVER LAFAYETTE AVENUE	OVERLAY - DEEP	1.000				CON	
KENT	I-196 (Gerald R Ford Freeway)		I-196, M-21 EB OVER BUTTERWORTH AVENUE	MISCELLANEOUS BRIDGE CPM	0.000			CON		
KENT	I-196 (Gerald R Ford Freeway)		I-196, M-21 WB OVER US-131 BR AND IONIA	SUPERSTRUCTURE REPLACEMENT, WIDEN, A	0.001		CON			
KENT	I-196 (Gerald R Ford Freeway)		I-196, M-21 WB OVER CONRAIL RAILROAD (ABANDONED)	SUPERSTRUCTURE REPAIR	1.000			CON		
KENT	I-196 (Gerald R Ford Freeway)		I-196, M-21 EB OVER CONRAIL RAILROAD (ABANDONED)	SUPERSTRUCTURE REPAIR	1.000			CON		
KENT	I-196		MARYLAND AVENUE OVER I-196	JOINT REPLACEMENT	0.000				CON	
KENT	I-196 EB (Gerald R Ford Freeway)		I-196, M-21 EB OVER GTW RAILROAD	SUPERSTRUCTURE REPLACEMENT, WIDEN, A	0.000		CON			
KENT	I-196 WB (Gerald R Ford Freeway)		I-196, M-21 WB OVER LAKE AVENUE	DECK REPLACEMENT, WIDEN, ADD LANES	1.000			CON		
KENT	I-196 WB (Gerald R Ford Freeway)		I-196 WB OVER GTW RAILROAD	SUPERSTRUCTURE REPLACEMENT, WIDEN, A	0.001		CON			
KENT	I-296		NB131 CONN TO WB96 OVER CSX & ORRR & US-131 SB	JOINT REPLACEMENT	0.000			CON		
KENT	I-96		WB I-296 CONNECTOR OVER I-96 EB AND M-37	JOINT REPLACEMENT	0.000				CON	
KENT	I-96		I-96 EB OVER US-131 (I-296)	JOINT REPLACEMENT	0.000				CON	
KENT	I-96		I-96 WB OVER US-131 (I-296)	JOINT REPLACEMENT	0.000				CON	
KENT	I-96		I-96 WB OVER COIT AVENUE	JOINT REPLACEMENT	0.000				CON	

# 2005-2009 ROAD & BRIDGE PROGRAM

## GRAND BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE(COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
KENT	I-96		I-96 WB OVER MONROE AVENUE	JOINT REPLACEMENT	0.000					CON
KENT	I-96		I-96 EB OVER MONROE AVENUE	JOINT REPLACEMENT	0.000					CON
KENT	I-96		I-96 EB OVER GRAND RIVER	JOINT REPLACEMENT	0.000					CON
KENT	I-96		I-96 EB OVER MID MICHIGAN RAILROAD	SUPERSTRUCTURE REPLACEMENT	0.000				CON	
KENT	I-96		WALKER AVENUE OVER I-96	PIN & HANGER REPLACEMENT	0.000		CON			
KENT	I-96		I-96 WB OVER MID MICHIGAN RAILROAD	SUPERSTRUCTURE REPLACEMENT	0.000				CON	
KENT	I-96		I-96 WB OVER CSX & CR RAILROAD & WEST RIVER DRIVE	JOINT REPLACEMENT	0.000					CON
KENT	I-96		I-96 EB OVER CSX & CR RAILROAD & WEST RIVER DRIVE	JOINT REPLACEMENT	0.000					CON
KENT	I-96		I-96 EB OVER COIT AVENUE	JOINT REPLACEMENT	0.000					CON
KENT	I-96		I-96 WB OVER GRAND RIVER	JOINT REPLACEMENT	0.000					CON
KENT	I-96 EB		I-96 M-21 EB OVER GTW RAILROAD	SUPERSTRUCTURE REPLACEMENT	1.000	CON				
KENT	I-96 WB		I-96 M-21 WB OVER GTW RAILROAD	SUPERSTRUCTURE REPLACEMENT	1.000	CON				
KENT	M-21		M-21 WB OVER I-96 & M-21	OVERLAY - DEEP	11.615	CON				
KENT	M-21		M-21 EB OVER I-96 & M-21	OVERLAY - DEEP	11.615	CON				
KENT	M-21		M-21 OVER GRAND RIVER	BRIDGE REPLACEMENT	1.000					CON
KENT	M-21		M-21 WB OVER I-96 EB RAMP	OVERLAY - DEEP	11.615	CON				
KENT	M-44	PF	M-44 OVER GRAND RIVER	OVERLAY - DEEP	1.000	CON				
KENT	M-46 (17 Mile Road)		M-46 OVER DUKE CREEK	BRIDGE REPLACEMENT	0.000	CON				
KENT	US-131		HALL STREET OVER US-131 AND CENTURY AVENUE	JOINT REPLACEMENT	0.000		CON			
KENT	US-131		US-131 SB OVER I-196 EB, M-21	JOINT REPLACEMENT	10.765	CON				
KENT	US-131		BURTON STREET OVER US-131	SPECIAL NEEDS	0.000	CON				
KENT	US-131		I-96 EB CONN TO SB I-131 OVER W RIVER DR CSX & PC RR	JOINT REPLACEMENT	10.765	CON				
KENT	US-131		US-131 NB OVER I-196 EB, M-21	JOINT REPLACEMENT	0.000			CON		
KENT	US-131		HALL STREET OVER US-131 AND CENTURY AVENUE	SUBSTRUCTURE PATCHING	0.000	CON				
KENT	US-131		US-131 OVER CONRAIL (ABANDONED) AND PLASTER CREEK	OVERLAY - DEEP	0.490	CON				
KENT	US-131		US-131 SB OVER I-196 EB OFF-RAMP AND US-131 NB	JOINT REPLACEMENT	10.765	CON				
KENT	US-131		US-131 NB OVER 6TH AVENUE	JOINT REPLACEMENT	0.000			CON		
KENT	US-131		US-131 SB OVER 6TH AVENUE	JOINT REPLACEMENT	10.765	CON				
KENT	US-131		US-131 OVER RICHMOND STREET	JOINT REPLACEMENT	1.000	CON				
KENT	US-131		US-131 OVER US-131 BUSINESS ROUTE (LEONARD)	JOINT REPLACEMENT	1.000	CON				
KENT	US-131		US-131 OVER ANN STREET	JOINT REPLACEMENT	1.000	CON				
MECOSTA	US-131		US-131 SB OVER 3 MILE ROAD	SUPERSTRUCTURE REPLACEMENT	0.000			CON		
MECOSTA	US-131		US-131 NB OVER 3 MILE ROAD	SUPERSTRUCTURE REPLACEMENT	0.000			CON		
MONTCALM	M-82		M-82 OVER TAMARACK CREEK	OVERLAY - DEEP	2.630	CON				
MUSKIEGON	I-96		FRUITPORT ROAD OVER I-96	OVERLAY - DEEP	3.000					CON
MUSKIEGON	I-96		RUSSELL ROAD OVER US-31	OVERLAY - DEEP	3.000					CON
MUSKIEGON	M-120		M-120 OVER MARKLE DRAIN	BRIDGE REPLACEMENT	0.000	CON				
MUSKIEGON	M-120		M-120 OVER CEDAR CREEK	SUPERSTRUCTURE REPAIR	0.000	CON				



# 2005-2009 ROAD & BRIDGE PROGRAM

## GRAND BRIDGE - REPLACEMENT AND REHABILITATION

GRAND	COUNTY	ROUTE (COMMON NAME)	P. F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
	MUSKEGON	US-31		HILE ROAD OVER US-31	OVERLAY - SHALLOW	1.000			CON		
	MUSKEGON	US-31 BR WB		US-31 BR WB OVER SOUTH BRANCH MUSKEGON RIVER	SUPERSTRUCTURE REPLACEMENT	1.000	CON				
	NEWAYGO	I-96		IM-20 OVER WHITE RIVER	OVERLAY - DEEP	3.000					CON
	NEWAYGO	IM-37		IM-37 OVER CSX RAILROAD, PENOVER CREEK	SUPERSTRUCTURE REPLACEMENT	0.000				CON	
	OCEANA	US-31		US-31 NB OVER BUCHANAN ROAD	PIN & HANGER REPLACEMENT	0.000				CON	
	OCEANA	US-31		US-31 SB OVER BUCHANAN ROAD	PIN & HANGER REPLACEMENT	0.000				CON	
	OCEANA	US-31 (OLD) (Oceana Drive)		US-31 (OLD) OVER PENTWATER RIVER	OVERLAY - DEEP	0.000				CON	
	OTTAWA	US-31		US-31 NB OVER CSX RAIL ROAD	SUBSTRUCTURE REPAIR	0.000		CON			
	OTTAWA	US-31		US-31 SB OVER CSX RAIL ROAD	SUBSTRUCTURE REPAIR	0.000		CON			
						92.978					

# 2005-2009 ROAD & BRIDGE PROGRAM

## GRAND REPAIR AND REBUILD ROADS

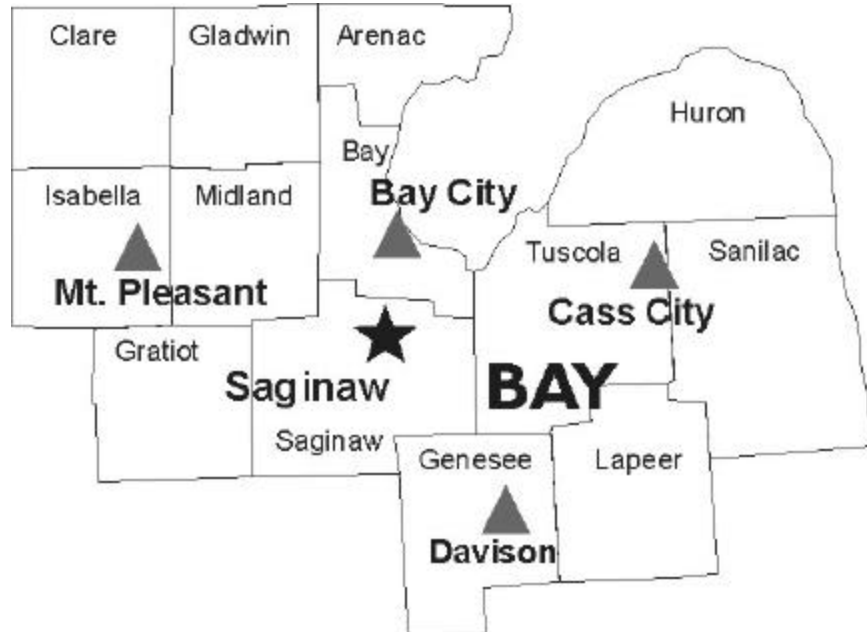
COUNTY	ROUTE(COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
IONIA	I-96 EB		AT PORTLAND REST AREA	ROADSIDE FACILITIES - PRESERVE	0.000	CON				
IONIA	I-96BS (E Grand River Ave)		KENT STREET EAST TO CHARLOTTE HIGHWAY	RECONSTRUCTION	0.682					CON
IONIA	M-21 (E Lincoln Ave)		M-66 (DEXTER STREET) EAST TO LOWELL STREET	RESURFACE	1.338				CON	
IONIA	M-21 (Bluewater Highway)		MUIR WEST VILLAGE LIMITS EAST TO COOK ROAD	RESURFACE	4.179		CON			
IONIA	M-21 (W Lincoln Ave)		WEST OF LINCOLN AVE EAST TO DEXTER ST (M66 E JCT)	RECONSTRUCTION	1.092	CON				
IONIA	M-21 (W Bluewater Hwy)		WEST OF HAWLEY HIGHWAY WEST TO WEST OF DETMER ROAD	RESURFACE	4.032					CON
IONIA	M-21 (E Bluewater Hwy)		HILLCREST DRIVE EAST TO MUIR WEST VILLAGE LIMITS	RESURFACE	3.494			CON		
IONIA	M-66		PORTLAND ROAD NORTH TO GRANDRIVER AVENUE	RESURFACE	0.864		CON			
IONIA	M-66		M-21 NORTH TO APPLE TREE LANE	RECONSTRUCTION	0.700		CON			
KENT	I-196 (Gerald R Ford Freeway)		KENOWA AVENUE EAST TO CHICAGO DRIVE	RESTORATION AND REHABILITATION	2.116				CON	
KENT	I-296/US-131 SB		ANN STREET NORTH TO NORTH PARK STREET	RECONSTRUCTION	2.323	CON				
KENT	I-96		16TH AVENUE EAST TO BRISTOL AVENUE	RESTORATION AND REHABILITATION	6.124		CON			
KENT	I-96 EB		WALKER REST AREA & ADA ROADSIDE PARK	ROADSIDE FACILITIES - PRESERVE	3.020	CON				
KENT	M-11 (Wilson Ave SW)		FROM GRAND RIVER EAST TO EAST OF CHURCH STREET	RECONSTRUCTION	0.240					CON
KENT	M-11 (28th Street)		US-131 EAST TO DIVISION	RECONSTRUCTION	0.638				CON	
KENT	M-11		DIVISION AVENUE WEST TO KALAMAZOO AVENUE	RESURFACE	1.788				CON	
KENT	M-37 (Cherry Valley Ave SE)		KENTBARRY COUNTY LINE NORTH TO 76TH STREET	RESURFACE	4.252	CON				
KENT	US-131		M-11 NORTH TO WEALTHY ST	RESURFACE	2.966					CON
KENT	US-131		NORTH PARK STREET NORTH TO WEST RIVER DRIVE	RECONSTRUCTION	1.143	CON				
KENT	US-131 NB		ANN STREET NORTH TO NORTH PARK STREET	RECONSTRUCTION	3.860			CON		
KENT	US-131 NB		WEST RIVER DRIVE NORTH TO NORTH OF 10 MILE ROAD	RESTORATION AND REHABILITATION	6.672			CON		
KENT	US-131 SB		AT ROCKFORD REST AREA	ROADSIDE FACILITIES - PRESERVE	0.592	CON				CON
KENT	US-131 SB		WEST RIVER DRIVE NORTH TO NORTH OF 10 MILE ROAD	RESTORATION AND REHABILITATION	6.148					
MECOSTA	M-20		SOUTH OF 13 MILE ROAD EAST TO 80TH AVENUE	RESTORATION AND REHABILITATION	5.880			CON		
MECOSTA	M-20		NEWCOSTA ROAD EAST TO 200TH AVENUE	RESTORATION AND REHABILITATION	3.754				CON	
MECOSTA	M-20		80TH AVE E TO POE ST (REMUS)	RESTORATION AND REHABILITATION	6.350					CON
MECOSTA	M-66 (36th Avenue)		M-20 NORTH TO 17 MILE ROAD	RESURFACE	7.790	CON				
MECOSTA	M-66 (30th Ave)		17 MILE ROAD NORTH TO 19 MILE ROAD	FLEXIBLE & COMPOSITE PAVEMENTS - CPM	2.091		CON			
MECOSTA	US-131		13 MILE ROAD NORTH TO 19 MILE ROAD	RESURFACE	6.628	CON				
MECOSTA	US-131 OLD (Northland Dr)		MECOSTA SOUTH COUNTY LINE NORTH TO 14 MILE ROAD	RESURFACE	14.689			CON		
MONTCALM	M-46 (Howard City Rd)		MILES ROAD EAST TO M-66 EAST JUNCTION(SHERIDAN RD)	RESURFACE	4.448	CON				
MONTCALM	M-46		SECOND STREET EAST TO LEWIS STREET	RECONSTRUCTION	0.243	CON				
MONTCALM	M-66 (N Sheridan Rd)		CLARK STREET NORTH TO THE SOUTH M-46 JUNCTION	FLEXIBLE & COMPOSITE PAVEMENTS - CPM	7.357		CON			
MUSKEGON	US-31		FRUITVALE ROAD NORTH TO WINSTON ROAD	RESURFACE	5.287	CON				
NEWAYGO	M-20		EAST OF BEECH ROAD TO EAST OF NEWCOSTA ROAD	RESTORATION AND REHABILITATION	2.324	CON				
NEWAYGO	M-37 (Mason Dr)		AT M-82	MINOR WIDENING	0.326		CON			
NEWAYGO	M-82 (W Main St)		INDUSTRIAL DRIVE EAST TO MARKET AVENUE	RECONSTRUCTION	0.425		CON			
NEWAYGO	M-82 (Warner Ave)		AT 64TH STREET	TRAFFIC OPERATIONS OR SAFETY WORK	0.056	CON				

## 2005-2009 ROAD & BRIDGE PROGRAM

### GRAND REPAIR AND REBUILD ROADS

COUNTY	ROUTE (COMMON NAME)	P. F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
OCEANA	US-31		NORTH OF WINSTON RD TO NORTH OF M-20	RESTORATION AND REHABILITATION	3.969					CON
OCEANA	US-31		M-20 NORTH TO SHELBY ROAD	RECONSTRUCTION	3.941				CON	
OCEANA	US-31		SHELBY ROAD NORTH TO POLK ROAD	RESURFACE	5.039			CON		
OCEANA	US-31		MONROE ROAD NORTH TO OCEANA NORTH COUNTY LINE	RESTORATION AND REHABILITATION	4.334					CON
OTTAWA	I-196		ZEELAND REST AREA	ROADSIDE FACILITIES - PRESERVE	0.993				CON	
OTTAWA	I-196 BL		WEST OF 96TH AVENUE EAST TO I-196	RESTORATION AND REHABILITATION	2.294		CON			
OTTAWA	M-104 (SAVIDGE STREET)		BUCHANAN STREET EAST TO LAKE STREET	RESURFACE	0.580	CON				
OTTAWA	M-21 OLD		HUDSONVILLE EAST CITY LIMIT EAST TO 12TH AVENUE	RESURFACE	2.074			CON		
OTTAWA	M-21 OLD		EAST OF 12TH AVENUE EAST TO EAST OF SCHOOL STREET	RESURFACE	1.070			CON		
OTTAWA	M-45 OLD (River Hill Dr)		GRAND RIVER EAST TO M-45	FLEXIBLE & COMPOSITE PAVEMENTS - CPM	1.306		CON			
OTTAWA	US-31		JAMES STREET NORTH TO M-45	FLEXIBLE & COMPOSITE PAVEMENTS - CPM	12.067			CON		
					163.221					

## Bay Region



The Bay Region includes 13 counties in the Saginaw Bay area. They are: Arenac, Bay, Clare, Genesee, Gladwin, Gratiot, Huron, Isabella, Lapeer, Midland, Saginaw, Sanilac and Tuscola. Major state trunklines include: I-75, I-69, US-127, US-23 and US-10.

Continuing to provide transportation services to the region's agricultural industry is a priority for the Bay Region in order to preserve the Region's status as a leading producer of sugar beets and worldwide exporter of beans. The highways of the Bay Region also serve the Flint, Saginaw, Bay City and Midland industrial centers and serve as primary routes for tourism and international trade.

### 2004 Accomplishments

The Bay Region awarded more than \$583 Million in road and bridge construction contracts over the past six years. In total, over the past six years 147 structures have been maintained, upgraded or improved and 494 centerline miles of state trunkline has been reconstructed or resurfaced.

During 2004, traffic operations improved along I-75 from M-46 to I-675 in Buena Vista Township, Saginaw County where a north bound merge-weave lane was constructed. This lane greatly reduced traffic conflicts along this 0.4 mile portion of I-75 especially during the evening rush hour when the township's industrial & manufacturing facilities along M-46 ended their shift or work day.

Four major reconstruction and/or restoration and rehabilitation projects were initiated during the 2004 construction season.

Southbound I-75, from Birch Run Creek in Saginaw County to M-57 in Genesee County is one of the major projects in the region. The work in 2004 represents the first year of a two-year, 7.0 mile project to rehabilitate I-75 with a long term reconstruction improvement. The northbound lanes will be reconstructed as part of the 2005 construction program. Another major project included the restoration & rehabilitation of the freeway portion of US-10 from west of M-115 to US-127 in Clare County. In 2004 work was completed on the 8.6 miles of westbound US-10, with the eastbound to be completed during the 2005 construction season.

Three smaller, but significant urban reconstruction projects also took place during 2004. These were: M-13/Broadway between Cass Street and Lafayette Avenue in Bay City, M-81 from Colling Road northeasterly to the north village limits of Caro and M-25/Huron Avenue within the City of Harbor Beach.

Resurfacing was completed along 23.4 miles of non-limited access state trunkline within the Region. This work included projects along M-115 and also US-127BR in the Clare area, M-13 between I-69 & M-21, M-21 and M-54 within the Flint metropolitan area, US-127 BR in and around Ithaca, M-142 from M-25 to Caseville Road in Pigeon, M-57 from M-52 easterly into City of Chesaning, M-46 from Ruth Road to the west village limits of Carsonville and M-83 from M-46 to M-15 in Saginaw County.

Significant bridge work also occurred during 2004. Twenty-eight bridges were repaired. Deck repairs were made to 20 structures along I-69 and I-475 in the Flint metropolitan area. The remaining bridges were along routes in Bay and Midland counties.

## Five Year Road and Bridge Program

The projects identified in this 2005 to 2009 Five Year Road and Bridge Program for the Bay Region total approximately \$296 million. Investments are allocated in the following manner:

Bay Region	Amount in Millions of Dollars		
	Other Funding	Preserve First Funds	Total 2005-2009
Road Preservation	\$228	\$35	\$263
Bridge Preservation	\$32	\$1	\$33
<b>Total 2005-2009</b>	<b>\$260</b>	<b>\$36</b>	<b>\$296</b>

(Amounts are rounded to the nearest million dollars)

The 2005-2009 Five Year Program of road preservation work will upgrade more than 238 miles of the Bay Region's more than 1,500 miles over the next five years. Of the region's 1,026 bridges and culverts, 51 (*five percent*) are scheduled for improvements or major repairs from 2005 through 2009. Capital Preventive Maintenance (CPM) projects, programmed annually, are anticipated for 225 miles of roadway during 2004 where pavements do not require more extensive repairs and to provide the needed annual maintenance for those highways that have been improved. This treatment will extend the life of these pavements.

<b>Bay Region</b>	<b>Miles of Road</b>	<b>Number of Bridges</b>
Total in Region	1,513	1,026
Scheduled to be worked on	238	51
Percentage of Region	16 %	5 %

### **Public Involvement**

The Region office and Mt. Pleasant Transportation Service Center (TSC) hosted two listening sessions on January 12<sup>th</sup> and January 13<sup>th</sup> respectively. A brief summary follows.

The two meetings in the Bay Region received 20 verbal comments regarding the Five Year Transportation Program document. These comments were made by interested business groups, concerned citizens and various associations. The meeting held in Mt. Pleasant focused on the proposal for completing US-127 from St. Johns to Ithaca. Another concern was the safety of farmers and local citizens who need to cross the current highway. Also, the Saginaw Chippewa Indian Tribe was interested in the project as a way to further enhance the tourism industry in the Region.

The meeting held at the Bay Region office in Saginaw heard comments from concerned citizens regarding driver safety on the current transportation system by improving lane markings. There was also a concern about future construction projects and their effects on the local transportation based economy.

### **Corridor Improvement Strategies**

Project selection in the Bay Region emphasizes freeway modernization, with particular attention given to I-75 as a Statewide Corridor of Significance. I-75 is a major tourist route from other states and Southeast Michigan to attractions in the north. The Bay Region has also systematically improved most of the US-127 corridor from the Gratiot County line to the north Clare County line.

# 2005-2009 ROAD & BRIDGE PROGRAM

## BAY BRIDGE - BIG BRIDGE PROGRAM

COUNTY	ROUTE/(COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
BAY	M-25 (Veteran's Memorial Brdg)		M-130/M-84 OVER EAST CHANNEL SAGINAW RIVER	MISCELLANEOUS BRIDGE CPM	0.000		CON			
BAY	M-25 (Veteran's Memorial Brdg)		M-25 OVER SAGINAW RIVER AND MECHELEN DRIVE	OVERLAY - EPOXY	0.000		CON			
					0.000					

# 2005-2009 ROAD & BRIDGE PROGRAM

## BAY BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE(COMMON NAME)	P. F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
ARENA	I-75		M-33 CONNECTOR OVER D&M RAILROAD	OVERLAY - DEEP	0.400	CON				
ARENA	I-75		M-33 OVER I-75	SUPERSTRUCTURE REPAIR	0.400	CON				
BAY	I-75		AMELITH ROAD OVER I-75	OVERLAY - DEEP	0.000		CON			
BAY	I-75		I-75 SB OVER DUTCH CREEK	OVERLAY - DEEP	0.033		CON			
BAY	I-75		SALZBURG ROAD OVER I-75	OVERLAY - EPOXY	0.000		CON			
BAY	I-75		I-75 NB OVER DUTCH CREEK	OVERLAY - DEEP	0.033		CON			
BAY	I-75		HOTCHKISS ROAD OVER I-75	OVERLAY - EPOXY	0.000		CON			
BAY	I-13 (Lafayette Street)		M-13 AND M-84 OVER WEST CHANNEL SAGINAW RIVER	SUBSTRUCTURE REPAIR	0.140		CON			
BAY	M-47		HOTCHKISS ROAD OVER M-47	OVERLAY - DEEP	0.000		CON			
BAY	M-47		SALZBURG ROAD OVER M-47	CONCRETE SEALING	0.000		CON			
CLARE	US-10		US-10 CONINTO US-27 OVER US-27 NB & EBERHART ROAD	OVERLAY - DEEP	0.000		CON			
CLARE	US-10		US-10 WB OVER EBERHART ROAD	OVERLAY - DEEP	0.000		CON			
CLARE	US-10 CONNECTOR		CLARABELLA ROAD OVER US-10 CONNECTOR	PAINTING COMPLETE	0.000		CON			
CLARE	US-10 CONNECTOR		US-127 SB OVER SOUTH BRANCH TOBACCO RIVER	OVERLAY - DEEP	0.000		CON			
GENESEE	I-69		I-69 EB OVER M-15	OVERLAY - DEEP	0.000		CON			
GENESEE	I-69		I-69 WB OVER M-15	OVERLAY - DEEP	0.000		CON			
GENESEE	I-75		I-75 NB AND SB OVER BRISTOL ROAD	SUPERSTRUCTURE REPLACEMENT	0.000	CON				
GENESEE	M-57 (Verna Road)		M-57 OVER BRENT RUN CREEK	OVERLAY - DEEP	0.000		CON			
GENESEE	US-23		TORREY ROAD OVER US-23	PAINTING COMPLETE	0.000	CON				
GENESEE	US-23		THOMPSON ROAD OVER US-23	OVERLAY - DEEP	0.000	CON				
GENESEE	US-23		GRAND BLANC ROAD OVER US-23	DECK REPLACEMENT	0.000	CON				
GENESEE	US-23		HILL ROAD OVER US-23	SUPERSTRUCTURE REPLACEMENT	0.000	CON				
GENESEE	US-23		BALDWIN ROAD OVER US-23	OVERLAY - DEEP	0.000	CON				
GRATIOT	M-46 (Morroe Road)		M-46 OVER WEST BRANCH OF PINE RIVER	BRIDGE REPLACEMENT	0.000		CON			
GRATIOT	M-57 (Cleveland Road)		M-57 OVER BEAR CREEK	OVERLAY - DEEP	0.000		CON			
GRATIOT	M-57 (Cleveland Road)		M-57 OVER COUNTY DRAIN	OVERLAY - DEEP	0.000		CON			
HURON	M-25 (Main Street)		M-25 OVER PIGEON RIVER	BRIDGE REPLACEMENT	0.000		CON			
HURON	M-25 (Main Street)		M-25 OVER SEBEWAING RIVER	DECK REPLACEMENT	0.000		CON			
SABELLA	US-10		US-127 NB OVER CSX RAILROAD (ABANDONED)	BRIDGE REPLACEMENT	0.000		CON			
SABELLA	US-10		US-10 OVER WB US-10 RAMP	OVERLAY - DEEP	0.000		CON			
SABELLA	US-10		LOOMIS ROAD OVER US-10	OVERLAY - DEEP	0.000		CON			
SABELLA	US-10		US-127 SB OVER CSX RAILROAD (ABANDONED)	BRIDGE REPLACEMENT	0.000		CON			
SABELLA	US-10 CONNECTOR		LEATON ROAD OVER US-10	JOINT REPLACEMENT	0.000		CON			
SAGINAW	I-75		CRANE ROAD OVER I-75	OVERLAY - DEEP	0.000		CON			
SAGINAW	I-75	PF	M-81 (WASHINGTON ROAD) OVER NB AND SB I-75	SUPERSTRUCTURE REPLACEMENT	0.000		CON			
SAGINAW	I-75		I-75 SB OVER KOCHVILLE DRAIN	OVERLAY - DEEP	0.033		CON			
SAGINAW	I-75		I-75 NB OVER KOCHVILLE DRAIN	OVERLAY - DEEP	0.033		CON			
SAGINAW	M-57		M-57 OVER BRANCH OF DEER CREEK	SUBSTRUCTURE PATCHING	0.000		CON			



# 2005-2009 ROAD & BRIDGE PROGRAM

## BAY BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE(COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
SAGINAW	M-57		M-57 OVER SHIAWASSEE RIVER	SUPERSTRUCTURE REPAIR	0.000		CON			
SAGINAW	M-57		M-57 OVER LAMB CREEK	OVERLAY - SHALLOW	0.000		CON			
SAGINAW	M-57		M-52 OVER MARSH CREEK	OVERLAY - DEEP	0.000		CON			
SAGINAW	M-57		M-52 OVER WILLIAMS CREEK	OVERLAY - DEEP	0.000		CON			
SANILAC	M-53		M-53 OVER WHITE CREEK	BRIDGE REPLACEMENT	0.000		CON			
SANILAC	M-90 (Peak Road)		M-90 OVER WEST BRANCH OF MILLS CREEK	BRIDGE REPLACEMENT	0.000		CON			
					0.639					

# 2005-2009 ROAD & BRIDGE PROGRAM

## BAY REPAIR AND REBUILD ROADS

COUNTY	ROUTE(COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
ARENAZ	I-75		LINCOLN ROAD TO OGEA COUNTY LINE	RESTORATION AND REHABILITATION	13127	CON				
ARENAZ	I-75 SB		AT THE ALGER REST AREA	ROADSIDE FACILITIES - PRESERVE	0000				CON	
ARENAZ	M-61 (Cedar Street)		AIRPORT ROAD TO US-23	RECONSTRUCTION	0603		CON			
BAY	M-13 (Euclid Avenue)		FISHER ROAD NORTH TO WILDER ROAD	RESURFACE	2003	CON				
BAY	M-13 (Huron Road)		M-13 OVER PINCONNING R	HMA OVERLAY WITH WATERPROOFING MEMBRANE	2860	CON				
BAY	M-13 CONNECTOR		I-75 TO M-13	RESTORATION AND REHABILITATION	2430	CON				
BAY	M-138 (Murger Road)		M-15 TO THE WEST BAY COUNTY LINE	RESURFACE	5420		CON			
BAY	M-25 (Center Avenue)		JOHNSON STREET TO LIVINGSTON STREET, BAY CITY	RECONSTRUCTION	0880				CON	
BAY	M-25 (Center Avenue)		LIVINGSTON AVENUE TO PINE ROAD	RECONSTRUCTION	1050					CON
CLARE	M-115 (Cadillac Dr.)		LAKE STATION AVE TO US-10	RESURFACE	6740		CON			
CLARE	US-10 (Livingston Drive)		WEST CLARE COUNTY LINE TO LUDINGTON AVENUE	RESURFACE	8384	CON				
GENESSEE	I-475		I-75 S. JUNCTION TO I-75 N. JUNCTION	RESTORATION AND REHABILITATION	16984					CON
GENESSEE	I-69		CENTER ROAD TO IRISH ROAD	RESTORATION AND REHABILITATION	4208		CON			
GENESSEE	I-69		IRISH ROAD TO M-15	RECONSTRUCTION	1935		CON			
GENESSEE	I-69		ELMS ROAD TO WEST OF I-75	RESTORATION AND REHABILITATION	3650			CON		
GENESSEE	I-69 EB		SMARTZ CREEK REST AREA	ROADSIDE FACILITIES - PRESERVE	0928					CON
GENESSEE	I-69 WB		ELBA ROAD TO M-15	RECONSTRUCTION	4106					CON
GENESSEE	I-75		I-475 SOUTH JUNCTION TO I-475 NORTH JUNCTION	RESURFACE	13964			CON		
GENESSEE	M-13 (Sheridan Road)		M-21 TO M-57	RESURFACE	12228				CON	
GENESSEE	M-54 (Dorr Highway)		LEITH TO STEWART IN THE CITY OF FLINT	RESURFACE	1130		CON			
GENESSEE	M-57 (Vienna Road)		WEST CITY LIMITS OF CLIO TO M-54	RECONSTRUCTION	1500	CON				
GENESSEE	US-23	PF	SOUTH OF THOMPSON ROAD TO I-75	RECONSTRUCTION	6870	CON				
GRATIOT	US-127		BAGLEY ROAD TO US-127 BR	RESURFACE	1740			CON		
HURON	M-25 (Port Austin Road)		M-142 TO THE SOUTH VILLAGE LIMITS OF CASEVILLE	RESURFACE	9680			CON		
HURON	M-53 (Van Dyke Road)		KINDE ROAD TO M-25 IN PORT AUSTIN	RESURFACE	8560		CON			
HURON	M-53 (Van Dyke Road)		NORTH OF M-142 TO KINDE ROAD	RESURFACE	7740	CON				
HURON	M-53 (West Huron Avenue)		OUTER DRIVE TO M-142, BAD AXE	RECONSTRUCTION	0779					CON
HURON	M-53 (Van Dyke Road)		SOUTH OF POPPLE ROAD TO OUTER DRIVE IN BAD AXE	RESURFACE	5810	CON				
MIDLAND	US-10 BR		WASHINGTON STREET TO US-10, CITY OF MIDLAND	RESURFACE	2500		CON			
MIDLAND	US-10 EB		M-30 TO MIDLAND EAST COUNTY LINE	RESTORATION AND REHABILITATION	12430				CON	
MIDLAND	US-10 WB		M-30 TO MIDLAND BAY CO.	RESTORATION AND REHABILITATION	12430					CON
SAGINAW	I-675		I-675 RAMP	RESTORATION AND REHABILITATION	0000					CON
SAGINAW	I-75 NB		I-75 NORTHBOUND OVER OXIE HIGHWAY	DECK REPLACEMENT, WIDEN, ADD LANES	6322			CON		
SAGINAW	I-75 NB		I-75 SOUTHBOUND OVER OXIE HIGHWAY	DECK REPLACEMENT, WIDEN, ADD LANES	6322			CON		
SAGINAW	I-75 NB		I-75 NORTHBOUND OVER CASS RIVER	DECK REPLACEMENT, WIDEN, ADD LANES	6322			CON		
SAGINAW	I-75 NB		I-75 SOUTHBOUND OVER CASS RIVER	DECK REPLACEMENT, WIDEN, ADD LANES	6322			CON		
SAGINAW	I-75 SB		BIRCH RUN CREEK TO BRIDGEPORT	RESTORATION AND REHABILITATION	6325				CON	
SAGINAW	M-13 (Washington Avenue)		HESS AVENUE TO NORTH OF M-46	RESURFACE	0889			CON		

# 2005-2009 ROAD & BRIDGE PROGRAM

## BAY REPAIR AND REBUILD ROADS

COUNTY	ROUTE (COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
SAGINAW	M-47		HIGHLAND ROAD NORTH TO US-10	RESURFACE	4.332		CON			
SAGINAW	M-52 (Graham Road)		SOUTH SAGINAW COUNTY LINE TO ST. CHARLES	RESURFACE	11.178		CON			
SAGINAW	M-81 (Washington Rd)		M-81/I-75 INTERCHANGE	RECONSTRUCTION	0.119		CON			
SAGINAW	M-81 (N175)		M-81/I-75 INTERCHANGE	RESURFACE	0.901		CON			
SANILAC	M-53 (Van Dyke Road)		M-46 TO SEVERENCE ROAD	RESURFACE	9.010		CON			
TUSCOLA	M-138 (Fairgrove Road)		WEST TUSCOLA COUNTY LINE TO VASSAR ROAD	RESURFACE	5.850			CON		
TUSCOLA	M-138 (Higgins Road)		VASSAR ROAD TO WEST VILLAGE LIMITS OF AKRON	RESURFACE	5.910	CON				
TUSCOLA	M-46 (Sanilac Road)		M-24 TO CLOTHIER ROAD	RESURFACE	11.960				CON	
TUSCOLA	M-46 (Sanilac Road)		CLOTHIER ROAD TO M-53	RESURFACE	2.978			CON		
					238.433					

## SOUTHWEST REGION



The Southwest Region covers nine counties in the southwestern part of the state: Allegan, Barry, Berrien, Branch, Calhoun, Cass, Kalamazoo, St. Joseph, and Van Buren counties. Major state highways include: I-69, I-94, I-196, US-12, US-31, and US-131.

The Southwest Region is the state's fruit basket thanks to the moderating climate effect of Lake Michigan. The region is traversed by I-94, an important international trade corridor linking Port Huron and Detroit to Chicago and Toronto. This makes the Southwest Region an ideal location for many industries, particularly those supporting the automobile manufacturing industry. To bolster industries and commerce that are important to the region and the state, project selection emphasizes freeway improvements and modernization.

The Southwest Region also boasts a significant tourist trade. To welcome visitors to Michigan, MDOT's Southwest Region has improved most highway entrances into Michigan, with an additional improvement on US-31 scheduled for 2006. Additionally, MDOT continues to work with local communities on developing scenic corridor plans and heritage route designations to continue to attract business and tourists to Michigan.

### 2004 Accomplishments

The Southwest Region continues to work towards meeting MDOT's statewide pavement and bridge condition goals. During 2004, 20 percent of all Southwest Region route miles and 10 percent of bridges located in the Region received some type of rehabilitation or repair. Region road rehabilitation and reconstruction efforts improved 38 miles of roads. Another 205 miles of roadways were repaired under the Capital Preventative Maintenance and Non-freeway Resurfacing Programs. Five bridges were rehabilitated, and thirty-six bridges were repaired.

Some of the projects completed during 2004 include:

- Rehabilitation of five bridges over I-94, Berrien County.
- Rehabilitation of five and a half miles of Old US-31 from M-140 to Fairland Road, Berrien County.
- Replace M-89 bridge over Kalamazoo River in Plainwell, including street lighting, Kalamazoo County
- Rehabilitation of over five miles of M-89 from I-196 to the city of Fennville, Allegan County.
- Rehabilitation of over ten miles of US-131 from M-43 to M-89, including bridge rehabilitation work at D Avenue, Allegan and Kalamazoo Counties.
- Rehabilitation of almost five miles of M-96/M-37 from I94 BL (Skyline Drive) to Riverside Drive, Calhoun County.
- Rehabilitation of over four miles of M-66 from Frey Dr. to M-78, Calhoun County.
- Reconstruction of over five miles of I-69 from north of J Drive to A Drive North, Calhoun County.

Rehabilitation and Reconstruction Projects awarded in 2004 that will be completed in 2005 include:

- Rehabilitation of more than eight and a half miles on M-216 from Marcellus to US-131, St. Joseph County.
- Replacement of I-94 bridges over Red Arrow Highway near Bridgman, including the extension of the ramp across the eastbound bridge, Berrien County.

## Five Year Road and Bridge Program

The projects identified in this 2005 to 2009 Five Year Road and Bridge Program for the Southwest Region total approximately \$241 million. Investments are allocated in the following manner:

Southwest Region	Amount in Millions of Dollars		
	Other Funding	Preserve First Funds	Total 2005-2009
Road Preservation	\$165	\$28	\$193
Bridge Preservation	\$47	\$1	\$48
<b>Total 2005-2009</b>	<b>\$212</b>	<b>\$29</b>	<b>\$241</b>

(Amounts are rounded to the nearest million dollars)

The Program has been developed within the framework of the Department's goals and investment strategies and in coordination with local agencies. This integrated program consists of Rehabilitate and Reconstruct, New Roads and Improve Capacity, Preserve First, Capital Preventive Maintenance, and Non-Freeway Resurfacing Programs.

The 2005-2009 programs for rehabilitation and reconstruction work will upgrade more than 178 miles (15 percent) of the regions 1,232 miles of roadways and improve 60 (12 percent) of the region's 496 bridges. In addition, capital preventative maintenance projects, programmed annually, are planned for a significant number of pavements and bridges. This treatment will improve the pavement/bridge condition and extend the roadways' life.

Southwest Region	Miles of Road	Number of Bridges
Total in Region	1,232	496
Scheduled to be Worked on	178	60
Percentage of Region	15 %	12 %

### Public Involvement

The region hosted three listening sessions on January 10, 11 and 21<sup>st</sup>. A brief summary follows:

A total of 54 concerned citizens, including legislators, county road commissioners, business interest groups and public officials attended the listening sessions. Future projects to accommodate the region's growth became the main issue of discussion. The expansion of I-94 in the Battle Creek / Kalamazoo area was identified as a need for the effective use of the freeway. Also the US-131 project (Constantine Bypass) was frequently mentioned. Issues of intermodalism and transit were also mentioned by the citizens including high-speed rail to Chicago and the need for a line from Kalamazoo to Ann Arbor. Traffic flow and safety comments were also referenced in regards to new developments and reconstruction projects.

At the meeting held on January 21st, 30 concerned citizens, stakeholders, county road commissions, city and village officials, the metropolitan planning organization and transit representatives attended this meeting.

Comments included how to slow down the deterioration of bridges and other roads, widening bridges and intersections and the alternative routes they would be necessary.

Other issues discussed included:US-31, reducing backups in South Haven, the need for funding for road repair/reconstruction, and whether or not a fair share of the fuel tax increase will go to each city. Additional comments included congestion problems on the I-94 business loop in Benton Harbor and the removal of signs on I-94 between Exit 4 and Exit 12.

# 2005-2009 ROAD & BRIDGE PROGRAM

SOUTHWEST		BRIDGE - BIG BRIDGE PROGRAM									
COUNTY	ROUTE (COMMON NAME)	P.F.	LOCATION	TYPE OF WORK		2005		2006	2007	2008	2009
BERRIEN	IN-63		IN-63 OVER ST. JOSEPH RIVER	MISCELLANEOUS REHABILITATION		CON					
				LENGTH		0.000					
						0.000					



# 2005-2009 ROAD & BRIDGE PROGRAM

## SOUTHWEST BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE(COMMON NAME)	P. F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
ALLEGAN	I-196	PF	130 TH AVENUE OVER I-196 AND US-31	PAINTING COMPLETE	0.000	CON				
ALLEGAN	I-196	PF	108 TH AVENUE OVER I-196 AND US-31	PAINTING COMPLETE	0.000	CON				
ALLEGAN	I-196	PF	US-31 BUSINESS ROUTE (68 TH) OVER US-31 NB	PAINTING COMPLETE	0.000	CON				
ALLEGAN	I-196/US-31		I-196/US-31 SB OVER 71 ST STREET	SUBSTRUCTURE PATCHING	0.000	CON				
ALLEGAN	I-196/US-31		I-196/US-31 NB OVER 71 ST STREET	SUBSTRUCTURE REPAIR	0.000	CON				
BERRIEN	I-196		CENTRAL AVENUE OVER I-196	PAINTING COMPLETE	0.000	CON				
BERRIEN	I-196		RIVERSIDE ROAD OVER I-196	PAINTING COMPLETE	0.000	CON				
BERRIEN	I-196 (NI 196)		I-196 SB OVER I-94	SUPERSTRUCTURE REPLACEMENT	0.024	CON				
BERRIEN	I-196 (NI 196)		I-196 NB OVER I-94	SUPERSTRUCTURE REPLACEMENT	0.024	CON				
BERRIEN	I-94		I-94 SB OVER CSX RAILROAD	PAINTING COMPLETE	0.000	CON				
BERRIEN	I-94		I-94 NB OVER CSX RAILROAD	PAINTING COMPLETE	0.000	CON				
BERRIEN	I-94		I-94 WB OVER CSX RAILROAD	PAINTING COMPLETE	0.000	CON				
BERRIEN	I-94		I-94 WB OVER CONRAIL RAILROAD (ABANDONED)	BRIDGE REMOVAL	0.060		CON			
BERRIEN	I-94		JEAN KLOCK ROAD OVER PAW PAW RIVER	PAINTING COMPLETE	0.000	CON				
BERRIEN	I-94		I-94 EB OVER CONRAIL RAILROAD (ABANDONED)	BRIDGE REMOVAL	0.060		CON			
BERRIEN	I-94		I-94 WB OVER SAWYER ROAD	DECK REPLACEMENT	0.370		CON			
BERRIEN	I-94		I-94 EB OVER SAWYER ROAD	DECK REPLACEMENT	0.370		CON			
BERRIEN	I-94		I-94 WB OVER GALIEN RIVER	DECK REPLACEMENT	0.080				CON	
BERRIEN	I-94		I-94 EB OVER GALIEN RIVER	DECK REPLACEMENT	0.080				CON	
BERRIEN	IA-51		US-31 BUSINESS ROUTE / IA-51 OVER BRANDY WINE CREEK	CULVERT REPLACEMENT	0.000	CON				
CALHOUN	I-69		I-69 NB COLLECTOR OVER I-94	OVERLAY - DEEP	0.000				CON	
CALHOUN	I-69		I-69 SB COLLECTOR OVER I-94	OVERLAY - DEEP	0.000				CON	
CALHOUN	I-69		NORFOLK SOUTHERN OVER I-69	PAINTING COMPLETE	0.000		CON			
CALHOUN	I-69		I-69 NB OVER I-94	OVERLAY - DEEP	0.020		CON			
CALHOUN	I-69		I-69 SB OVER I-94	OVERLAY - DEEP	0.020		CON			
CALHOUN	I-69		A DRIVE NORTH OVER I-69	OVERLAY - DEEP	0.020		CON			
CALHOUN	I-69		I-69 NB OVER KALAMAZOO RIVER	SCOUR PROTECTION	0.020		CON			
CALHOUN	I-69		I-69 SB OVER KALAMAZOO RIVER	SCOUR PROTECTION	0.020		CON			
CALHOUN	I-69		I-94 BUSINESS LOOP WB OVER I-69	OVERLAY - DEEP	0.000		CON			
CALHOUN	I-69		I-94 BUSINESS LOOP EB OVER I-69	OVERLAY - DEEP	0.000		CON			
CALHOUN	I-94		I-94 WB OVER GTW RAILROAD	PAINTING COMPLETE	0.000			CON		
CALHOUN	I-94		I-94 EB OVER GTW RAILROAD	PAINTING COMPLETE	0.000			CON		
CALHOUN	I-94		RENTON ROAD OVER I-94	OVERLAY - SHALLOW	0.000	CON				
CALHOUN	I-94		I-94 WB OVER RIVERSIDE DRIVE	BRIDGE REPLACEMENT	0.000					CON
CALHOUN	I-94		I-94 EB OVER RIVERSIDE DRIVE	BRIDGE REPLACEMENT	0.000					CON
CALHOUN	I-94		17 1/2 MILE ROAD OVER I-94	OVERLAY - SHALLOW	0.100	CON				
CALHOUN	I-94		I-94 WB OVER RICE CREEK	OVERLAY - SHALLOW	0.000					CON

# 2005-2009 ROAD & BRIDGE PROGRAM

## SOUTHWEST BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE(COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
CALHOUN	I-94		I-94 EB OVER RICE CREEK	OVERLAY - SHALLOW	0.000					CON
CALHOUN	M-37		M-37 OVER KALAMAZOO RIVER	OVERLAY - SHALLOW	0.000	CON				
CALHOUN	M-89		M-89 OVER BATTLE CREEK RIVER	HMA OVERLAY WITH WATERPROOFING MEMBRANE	0.000	CON				
CALHOUN	M-96		M-96 (COLUMBIA) OVER I-194	PAINTING COMPLETE	0.000		CON			
KALAMAZOO	I-94		LOWERS LANE OVER I-94	BRIDGE REPLACEMENT	0.000		CON			
KALAMAZOO	I-94		I-94 BUSINESS LOOP EB OVER I-94	SUPERSTRUCTURE REPAIR	0.010	CON				
KALAMAZOO	M-89		M-89 OVER GULL LAKE CREEK	PAINTING - ZONE	0.010	CON				
KALAMAZOO	US-131		PARKVIEW (M AVENUE) OVER US-131	BRIDGE REPLACEMENT	0.000			CON		
ST. JOSEPH	M-86 (Cobn Rd)		M-86 OVER SWAN CREEK	BRIDGE REPLACEMENT	0.000		CON			
ST. JOSEPH	M-86		M-86 OVER ST JOSEPH RIVER TAIL RACE	SUPERSTRUCTURE REPLACEMENT	0.000		CON			
VAN BUREN	I-196		I-196 OVER DEERLICK CREEK	CULVERT REPLACEMENT	0.000			CON		
VAN BUREN	I-196 BL		I-196 BUSINESS LOOP WB (PHOENIX ROAD) OVER I-196	DECK REPLACEMENT	0.000			CON		
VAN BUREN	I-196 BL		I-196 BUSINESS LOOP EB (PHOENIX ROAD) OVER I-196	DECK REPLACEMENT	0.000			CON		
VAN BUREN	I-94		24TH STREET OVER I-94	SUBSTRUCTURE REPAIR	0.000		CON			
VAN BUREN	I-94		M-410 OVER I-94	DECK PATCHING	0.000		CON			
VAN BUREN	I-94		41 ST STREET OVER I-94	OVERLAY - SHALLOW	0.000		CON			
VAN BUREN	I-94		I-94 WB OVER EAST BRANCH OF PAW PAW RIVER	OVERLAY - DEEP	0.000		CON			
VAN BUREN	I-94		I-94 EB OVER EAST BRANCH OF PAW PAW RIVER	OVERLAY - SHALLOW	0.000		CON			
VAN BUREN	I-94		M-51 OVER I-94	OVERLAY - SHALLOW	0.000		CON			
VAN BUREN	I-94		I-94 WB OVER PAW PAW RIVER	OVERLAY - SHALLOW	0.000		CON			
VAN BUREN	I-94		I-94 EB OVER PAW PAW RIVER	OVERLAY - SHALLOW	0.000		CON			
					0.734					

# 2005-2009 ROAD & BRIDGE PROGRAM

## SOUTHWEST REPAIR AND REBUILD ROADS

COUNTY	ROUTE (COMMON NAME) P.F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
ALLEGAN	M-40	134TH TO I-196	RESURFACE	5970	CON				
ALLEGAN	M-40 / M-89 (Lincoln Road)	WEST CITY LIMITS OF ALLEGAN TO 124TH AVENUE	RESURFACE	5783				CON	
ALLEGAN	M-89	OTSEGO WEST CITY LIMITS TO WILLIOTT STREET	RESURFACE	0837					CON
BARRY	M-43	BUSH STREET TO DELTONTOWN, VILLAGE OF DELTON	RESURFACE	0620			CON		
BARRY	M-66	ASSYRIA ROAD TO FRANCIS STREET IN NASHVILLE	RESURFACE	4590		CON			
BARRY	M-79	BARRYVILLE ROAD TO WEST OF NASHVILLE	RESURFACE	3904	CON				
BERRIEN	I-94 EB	EAST OF I-196 TO WEST OF M-140	RESTORATION AND REHABILITATION	5000			CON		
BERRIEN	I-94	MILE MARKER 8 TO MILE MARKER 11	RECONSTRUCTION	3000					CON
BERRIEN	I-94	INDIANA STATE LINE NORTHERLY EIGHT MILES	RESURFACE	8000				CON	
BERRIEN	M-51 (North 6th Street)	US-12 BR TO PUCKER STREET	RESURFACE	2620	CON				
BERRIEN	US-31	STATE LINE TO US-12	RESTORATION AND REHABILITATION	3305		CON			
BERRIEN	US-31 BR (Walton Road)	FROM US-31 TO US-31 OLD	RESURFACE	2290		CON			
BRANCH	US-12	RIDGE ROAD TO BROWN STREET, QUINCY	RESURFACE	2097					CON
CALHOUN	I-69	A DRIVE NORTH TO NORTH OF I-94	RESTORATION AND REHABILITATION	4078		CON			
CALHOUN	I-69 SB	AT TURKEYVILLE REST AREA	ROADSIDE FACILITIES - PRESERVE	9045	CON				
CALHOUN	I-69 SB	AT TURKEYVILLE REST AREA	ROADSIDE FACILITIES - PRESERVE	0000	CON				
CALHOUN	I-94	11 MILE ROAD TO 17 1/2 MILE ROAD	RESTORATION AND REHABILITATION	7163				CON	
CALHOUN	I-94 EB	17 1/2 MILE ROAD EAST TO 23 MILE ROAD	RESTORATION AND REHABILITATION	5460					CON
CALHOUN	I-94 EB	23 MILE ROAD TO WEST OF THE JACKSON COUNTY LINE	RESTORATION AND REHABILITATION	6204	CON				
CALHOUN	I-94 WB	AT THE MARSHALL REST AREA	ROADSIDE FACILITIES - IMPROVE	0000			CON		
CALHOUN	I-94 WB	MARSHALL REST AREA	ROADSIDE FACILITIES - IMPROVE	0000			CON		
CALHOUN	M-284 (Beards Lake Road)	SOUTH OF I-94 TO M-96 (COLUMBIA AVENUE)	RESURFACE	1530				CON	
CALHOUN	M-60	KALAMAZOO RIVER IN HOMER TO JACKSON COUNTY LINE	RESURFACE	4867			CON		
CALHOUN	M-66	M-78 TO ASSYRIA ROAD	RESURFACE	10092			CON		
CALHOUN	M-78	M-66 TO THE EATON COUNTY LINE	RESURFACE	3548			CON		
CALHOUN	M-99	SOUTH COUNTY LINE TO HOMER AND M-60 TO ALBION	RESURFACE	9674	CON				
CASS	M-40	FROM US-12 TO M-60	RESURFACE	6810		CON			
CASS	M-60	EAST VILLAGE LIMITS OF VANDALIA TO COREY LAKE ROAD	RESURFACE	7514				CON	
KALAMAZOO	I-94	AT LOVERS LANE	RECONSTRUCTION	0330		CON			
KALAMAZOO	I-94 EB	40TH STREET TO HELMER ROAD	RESURFACE	7460			CON		
KALAMAZOO	M-43 (West Main Street)	SECOND STREET TO WEST CITY LIMITS OF KALAMAZOO	RESURFACE	7190			CON		
KALAMAZOO	M-96 (MICHIGAN AVENUE) (E)	MICHIGAN AVE TO 36TH STREET	RESURFACE	3888					CON
KALAMAZOO	US-131 (Grand Street)	WITHIN THE VILLAGE LIMITS OF SCHOOLCRAFT	RESURFACE	0841	CON				
KALAMAZOO	US-131	NORTH VILLAGE LIMITS OF SCHOOLCRAFT TO U AVENUE	RESURFACE	1009				CON	
KALAMAZOO	US-131 BR (Stadium Drive)	AT MICHIGAN AVENUE	TRAFFIC OPERATIONS OR SAFETY WORK	0100	CON				
ST. JOSEPH	M-60 (Niles-Three Rivers Road)	FROM THE WEST COUNTY LINE TO US-131	RESURFACE	6080					CON
ST. JOSEPH	M-60 (Main Street)	LITTLE PORTAGE CREEK TO LAKE STREET	RESTORATION AND REHABILITATION	0077	CON				
ST. JOSEPH	M-60	MENDON/EAST VILLAGE LIMITS TO ST. JOSEPH RIVER	RESURFACE	1883	CON				

# 2005-2009 ROAD & BRIDGE PROGRAM

## SOUTHWEST REPAIR AND REBUILD ROADS

COUNTY	ROUTE(COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
ST. JOSEPH	M-86		EAST VILLAGE LIMITS OF COLON EAST TO BRANCH COUNTY	RESURFACE	0.941		CON			
ST. JOSEPH	US-12 (East Chicago Road)		CENTERVILLE ROAD TO EAST CITY LIMITS OF STURGIS	RECONSTRUCTION	1.640		CON			
VAN BUREN	I-196	PF	SOUTH OF M-140 TO SOUTH OF 108TH AVENUE	RESTORATION AND REHABILITATION	8.900			CON		
VAN BUREN	I-94		M-51 TO EAST OF THE KALAMAZOO COUNTY LINE	RESTORATION AND REHABILITATION	12.000		CON			
VAN BUREN	M-40 (North Kalamazoo Street)		ST. JOSEPH AVENUE TO POWER PLANT ROAD	RECONSTRUCTION	1.441					CON
VAN BUREN	M-40 (North State Street)		VAN BUREN STREET TO MILL LAKE ROAD	RESURFACE	0.498		CON			
					178.279					



## University Region



The University Region serves ten counties in the heart of south-central Michigan including Clinton, Eaton, Hillsdale, Ingham, Jackson, Lenawee, Livingston, Monroe, Shiawassee and Washtenaw. The University Region's central location makes it the **Acrossroads®** of the Lower Peninsula, with six major freeway corridors (I-69, I-75, I-94, I-96, US-23 and US-127) passing through the region as part of the national network of highways supporting commerce and international trade.

Three Transportation Service Centers (TSC) conduct core business activities of the Department in the Region: the Brighton TSC serves Livingston, Washtenaw and Monroe counties; the Lansing TSC, serves Clinton, Eaton, Ingham and Shiawassee counties, and; the Jackson TSC serves Jackson, Hillsdale and Lenawee counties.

The University Region is home to the state capitol and governmental functions, institutions of higher learning, including the state's two largest - the University of Michigan and Michigan State University - industrial and commercial centers and agricultural lands. This wide array of customers who depend on the surface transportation system provide exciting challenges for the University Region to continually find better ways to understand and meet their customers' most important needs.

### 2004 Accomplishments

In 2004, the University Region continued to focus on both improving the freeway system and addressing the infrastructure needs in the region's central business districts. The Region also continued its project coordination with local road agencies and other units of government. This has been successful in easing disruptions to local communities and regional motorists.

- **Completion of 65 percent of a two year project to reconstruct 2.4 miles of the Capitol Loop in the city of Lansing.** Work includes complete pavement reconstruction, sewer replacement, watermain replacement, signing, traffic signals and streetscape improvements. The streetscape improvements included adding brick paving, decorative street lights, new street furniture and ornamental trees to improve the aesthetic appeal and look of downtown Lansing. This project involved unique partnering between MDOT and the city of Lansing to combine the road project with the city's Combined Sewer Overflow (CSO) elimination project.
- **A 4.4 mile pavement rehabilitation project on I-69 BL, M-50 and M-79 in the city of Charlotte.** Streetscape improvements were also coordinated with this project. The improvements included adding brick paving and new street furniture to improve the aesthetic appeal and look of downtown Charlotte.
- **18.6 miles of pavement rehabilitation on M-21** from the west city limit of St. Johns to the west city limit of Owosso. This work fixed one of the worst roadways in the Lansing area. Work also included intersection improvements and new traffic signal as part of grants by the Michigan Economic Development Corporation and MDOT Economic Development Fund in anticipation of expansion of two businesses in the area.
- **Complete replacement of the M-52 bridge** over the Shiawassee River in the city of Owosso.
- In 2004, the region completed the second of the two (2) phases of the **reconstruction of M-50 in the Village of Brooklyn.** The 0.75 mile section between Riverside Street and Chicago Street was completed in 2004. This project followed the 2003 completion of the remaining 0.47 mile section of M-50 within the Village limits (Chicago Street to M-124 (Wamplers Lake Road)).
- **The US-223BR (Maumee Street)** project in the City of Adrian was completed in 2004. The work included 0.43 mile of reconstruction from US-223 to Stratford Avenue and 1.52 miles of pavement rehabilitation from Stratford Avenue to southbound M-52 (Winter Street). The City of Adrian's water service upgrades and aesthetic improvements were coordinated with this project. The region also completed single course overlay projects on M-52 through the City Limits.
- **The rehabilitation of the US-12 corridor between M-50 and M-52** (11.28 miles) through the Irish Hills area in Lenawee County was initiated in 2004. This project is part of a series of forthcoming projects to improve the overall US-12 corridor across the region's area within the next five years.
- The Region also collaborated with the **City of Jackson's two-way street conversion of M-106 (Cooper Street / Milwaukee Street / Francis Street).** This effort included pavement improvements, Norfolk Southern Railroad crossing upgrades, traffic signal modernization, and a large degree of public interaction.

- **US-23/M-59 Interchange Reconstruction** In March of 2004, construction began on the reconstruction of the US-23/M-59 Interchange. This major project involved the complete reconstruction of 1.4 miles of US-23, 0.5 miles of M-59 and all four ramps at the interchange. The new interchange will be a Single Point Urban Interchange (SPUI) that is expected to handle the traffic demands for 25 years. During the design phase of the project, coordination with Hartland Township was utilized for aesthetic decisions on the brick patterns, colors and sidewalk treatments. Additionally, during construction bi-monthly progress meetings were held with the Hartland Township, the Hartland School District and members of the general public.

Two lanes of traffic in each direction were maintained on US-23 at all times to avoid disruptions to the summer tourist traffic. This interchange is scheduled to be completely operational by the end of 2004.

- **US-23 Corridor in Monroe and Washtenaw Counties** As part of MDOT's effort to address major corridors eleven bridges on US-23 in northern Monroe County received major rehabilitation in 2004. Due to the nature of the work, significant lane closures on US-23 were needed. During construction, a change in the staging plan allowed the contractor to avoid weekend lane closures after June 15th. This was a significant benefit to motorists using US-23 for trips to northern Michigan on the weekends. Additionally, a resurfacing of 5.5 miles of US-23 on the east side of Ann Arbor, completed the US-23 pavement corridor from six miles south of Dundee to M14, a distance of 29 miles, that began with projects in 1999. This project in 2004 was staged to occur at night time and off peak hours due to the 70,000 motorists using this two-lane freeway.
- **M-50 Rehabilitation in the Village of Dundee, Dundee Township and Raisinville Twp.** The M-50 project in Monroe County was initiated and completed on time in 2004. It addressed the condition needs of M-50 between Barnum and Lewis as well as completing the M50 corridor in Monroe County. This project included the resurfacing, reconstruction and rubbilizing of 5.2 miles of pavement, upgrades to guardrail, addition of a center left-turn lane through the Village of Dundee and drainage improvements along the corridor.

The Brighton TSC worked closely with the Village of Dundee, who previously completed pavement work along M-50 from the US-23/M-50 interchange to Barnum Road, prior to the opening of the Cabela's store. This coordination allowed the Brighton TSC to remove this work from the 2004 corridor rehabilitation plans.

- **M-36 project in the Village of Pinckney** A one-mile long project on M-36 was completed through the downtown area in the Village of Pinckney. This project involved adding a center left turn lane to improve the flow of traffic, storm sewer work to correct drainage problems and installation of new curb and gutter.



- An enhancement grant for streetscape improvements was coordinated with the Village of Pinckney DDA for this project. The improvements included adding brick paving, decorative street lights, new street furniture and ornamental trees to improve the aesthetic appeal and look of downtown Pinckney.

## Five Year Road and Bridge Program

The projects identified in this *2005 to 2009* Five Year Road and Bridge Program for the University Region total approximately \$387 million. Investments are allocated in the following manner:

University Region	Amount in Millions of Dollars		
	Other Funding	Preserve First Funds	Total 2005-2009
Road Preservation	\$262	\$11	\$273
Bridge Preservation	\$98	\$2	\$100
<b>Total 2005-2009</b>	<b>\$360</b>	<b>\$13</b>	<b>\$373</b>

(Amounts are rounded to the nearest million dollars)

In 2004, the University Region primary focus will be to improve the condition of the region's existing road and bridge system. Two extensive bridge projects will be completed in 2004 and will address the condition needs of the bridges along the US-23 and I-94 corridors. Eleven bridges will be rehabilitated along a five-mile segment of US-23 in Milan Township in Monroe County. Twenty-one bridges will be rehabilitated along the I-94 corridor in Jackson and Washtenaw counties.

The *2005-2009* five year program of road preservation work will upgrade more than 251 miles of the University Region's 1,343 miles over the next five years. Of the region's 802 bridges and culverts, 131 (*16 percent*) are scheduled for improvements or major repairs from *2005 through 2009*.

University Region	Miles of Road	Number of Bridges
Total in Region	1,343	802
Scheduled to be Worked on	251	131
Percentage of Region	19 %	16 %

## Public Involvement

Two meetings were held in University Region on January 10<sup>th</sup> and 11<sup>th</sup>. A brief summary follows:

- Twenty concerned citizens and stakeholders including legislator's aides, township officials and city officials attended these meetings.
- Some comments from the public concerned the Latson Road/I-96 exit and interchange and the Brighton and Howell area congestion involving heavy truck traffic. The Latson Bridge and its various options was also discussed.

## **Corridor Improvement Strategies**

The University Region continues to use a corridor approach to develop construction projects. All elements of the transportation system within a corridor are evaluated and repaired or rebuilt when work is planned. This reduces the number of times major construction occurs in a given area and focuses major construction activity to a few locations, leaving other routes available to motorists wishing to avoid construction zones.

# 2005-2009 ROAD & BRIDGE PROGRAM

## UNIVERSITY      BRIDGE - BIG BRIDGE PROGRAM

COUNTY	ROUTE{(COMMON NAME)}	P.F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
MONROE	I-75		I-75 OVER CONRAIL RAILROAD, RAISIN RIVER	OVERLAY - DEEP	0.100	CON				
					0.100					

# 2005-2009 ROAD & BRIDGE PROGRAM

BRIDGE - REPLACEMENT AND REHABILITATION											
UNIVERSITY	COUNTY	ROUTE (COMMON NAME)	P. F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
	CLINTON	I-96		I-96 WB OVER CSX RAILROAD	OVERLAY - DEEP	0.000		CON			
	CLINTON	I-96		I-96 EB OVER CSX RAILROAD	OVERLAY - DEEP	0.000		CON			
	CLINTON	I-96		I-96 WB OVER GRANGE ROAD	SUPERSTRUCTURE REPLACEMENT	0.000			CON		
	CLINTON	I-96		I-96 EB OVER GRANGE ROAD	SUPERSTRUCTURE REPLACEMENT	0.000			CON		
	CLINTON	M-21		M-21 OVER LOST CREEK	BRIDGE REPLACEMENT	0.000	CON				
	CLINTON	M-21 (Blue Water Hwy)		M-21 OVER SOUTH FORK OF HAYWORTH CREEK	BRIDGE RECNSTR:NO NEW L	0.000	CON				
	CLINTON	M-21 (Blue Water Hwy)		M-21 OVER KNEELAND DRAIN	BRIDGE RECNSTR:NO NEW L	0.000	CON				
	CLINTON	M-21 (Blue Water Hwy)		M-21 OVER DALLAS AND BENGAL DRAIN	BRIDGE RECNSTR:NO NEW L	0.000	CON				
	CLINTON	US-127 BR		US-127 BUSINESS ROUTE NB OVER SPAULDING CREEK	PAINTING COMPLETE	0.000	CON				
	EATON	I-496		SNOW ROAD OVER I-496	OVERLAY - DEEP	0.000	CON				
	EATON	I-496		CREYTS ROAD NB OVER I-496	MISCELLANEOUS REHABILITATION	0.000	CON				
	EATON	I-496		CANAL ROAD OVER I-496	OVERLAY - SHALLOW	0.000	CON				
	EATON	I-496		CANAL ROAD OVER I-496 RAMP	MISCELLANEOUS BRIDGE CPM	0.000	CON				
	EATON	I-96		I-96 WB OVER GRAND RIVER	OVERLAY - DEEP	0.000		CON			
	EATON	I-96		I-96 EB OVER GRAND RIVER	OVERLAY - DEEP	0.000		CON			
	EATON	M-43		M-43 OVER SEBEWA DRAIN	SUPERSTRUCTURE REPLACEMENT	0.000	CON				
	EATON	M-78 (Battle Creek Highway)		M-78 OVER BATTLE CREEK RIVER	BRIDGE REPLACEMENT	0.000		CON			
	HILLSDALE	M-49		M-49 OVER ST JOSEPH RIVER	OVERLAY - DEEP	0.000				CON	
	INGHAM	I-496 SB		SB I-496 TO EB 96 OVER I-96WB	BRIDGE REPLACEMENT	0.000					CON
	INGHAM	M-43 (W Grand River Ave)		M-43 OVER RED CEDAR RIVER	SUBSTRUCTURE REPAIR	0.000	CON				
	INGHAM	US-127		US-127 NB OVER CONRAIL RAILROAD AND HUNTOON CREEK	SUPERSTRUCTURE REPLACEMENT	0.000				CON	
	INGHAM	US-127		M-36 EB OVER US-127	OVERLAY - SHALLOW	0.000	CON				
	INGHAM	US-127		US-127 SB OVER COLLEGE ROAD	OVERLAY - DEEP	0.000	CON				
	INGHAM	US-127		HOLT ROAD OVER US-127	OVERLAY - DEEP	0.000	CON				
	INGHAM	US-127		HARPER ROAD OVER US-127	OVERLAY - DEEP	0.000	CON				
	INGHAM	US-127		MASON/HOWELL ROAD OVER US-127	OVERLAY - DEEP	0.000	CON				
	INGHAM	US-127		US-127 NB OVER SYCAMORE CREEK	OVERLAY - DEEP	0.000	CON				
	INGHAM	US-127		US-127 SB OVER SYCAMORE CREEK	OVERLAY - DEEP	0.000	CON				
	INGHAM	US-127		US-127 NB OVER WILLOUGHBY ROAD	OVERLAY - DEEP	0.000	CON				
	INGHAM	US-127		US-127 SB OVER WILLOUGHBY ROAD	OVERLAY - DEEP	0.000	CON				
	INGHAM	US-127		US-127 NB OVER COLLEGE ROAD	OVERLAY - SHALLOW	0.000	CON				
	INGHAM	US-127		US-127 NB OVER CONRAIL RAILROAD	MISCELLANEOUS REHABILITATION	0.000	CON				
	INGHAM	US-127		US-127 SB OVER CONRAIL RAILROAD	MISCELLANEOUS REHABILITATION	0.000	CON				
	INGHAM	US-127		US-127 SB OVER CONRAIL RAILROAD AND HUNTOON CREEK	SUPERSTRUCTURE REPLACEMENT	0.000				CON	
	JACKSON	I-94		I-94 OVER SANDSTONE RIVER	DECK REPLACEMENT	0.000					CON
	JACKSON	M-106		M-106 OVER PORTAGE RUN DRAIN	SUPERSTRUCTURE REPLACEMENT	0.000	CON				
	JACKSON	M-50		M-50 OVER SANDSTONE CREEK	OVERLAY - DEEP	0.000		CON			
	JACKSON	M-50 / US-127 BR (West Avenue)		M-50 / US-127 BR OVER CONRAIL	REPLACE BRIDGE, ADD LANES	0.000					CON

# 2005-2009 ROAD & BRIDGE PROGRAM

## UNIVERSITY BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE/(COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
JACKSON	M-50/US-127 BR	PF	M-50, US-127 BUSINESS ROUTE OVER GRAND RIVER	BRIDGE REPLACEMENT	0.000	CON				
JACKSON	US-127		SPRINGPORT ROAD OVER US-127	DECK REPLACEMENT	0.000				CON	
JACKSON	US-127		US-127 SB OVER TERRITORIAL ROAD	OVERLAY - DEEP	6.493				CON	
JACKSON	US-127		US-127 NB OVER TERRITORIAL ROAD	OVERLAY - DEEP	6.493				CON	
JACKSON	US-127		US-127 SB OVER BERRY ROAD	OVERLAY - DEEP	6.493				CON	
JACKSON	US-127		US-127 NB OVER BERRY ROAD	OVERLAY - DEEP	6.493				CON	
JACKSON	US-127		US-127, M-50 SB OVER PARNELL ROAD	OVERLAY - EPOXY	6.493				CON	
JACKSON	US-127		US-127, M-50 NB OVER PARNELL ROAD	OVERLAY - EPOXY	6.493				CON	
JACKSON	US-127		US-127 SB OVER CONRAIL RAILROAD	OVERLAY - DEEP	6.493				CON	
JACKSON	US-127		US-127 NB OVER CONRAIL RAILROAD	OVERLAY - DEEP	6.493				CON	
JACKSON	US-127		M-50 NB OVER US-127	BRIDGE REPLACEMENT	0.000	CON				
LENAWEE	M-34		M-34 OVER BEAR CREEK	CULVERT REPLACEMENT	0.000	CON				
LENAWEE	M-52		M-52 OVER SOUTH BRANCH RAISIN RIVER	OVERLAY - DEEP	0.000	CON				
LENAWEE	M-52		M-52 OVER EVANS CREEK	OVERLAY - DEEP	0.000			CON		
LENAWEE	M-52		M-52 OVER BLACK CREEK	DECK REPLACEMENT	0.000		CON			
LENAWEE	US-223		US-223 OVER RAISIN RIVER	SUPERSTRUCTURE REPAIR	0.000	CON				
LENAWEE	US-223		US-223 OVER SOUTH BRANCH RAISIN RIVER	OVERLAY - EPOXY	0.000		CON			
LENAWEE	US-223		US-223 OVER MDOT RAILROAD AND M-34	BRIDGE REPLACEMENT	0.000		CON			
LENAWEE	US-223 BR		US-223 BR NB OVER SOUTH BRANCH RAISIN RIVER	SUBSTRUCTURE REPAIR	0.000	CON				
LIVINGSTON	I-96		KENSINGTON ROAD OVER I-96	OVERLAY - DEEP	0.000					CON
LIVINGSTON	I-96		PLEASANT VALLEY ROAD OVER I-96	OVERLAY - DEEP	0.000					CON
LIVINGSTON	M-156		M-156 OVER SOUTH BRANCH SHIAWASSEE RIVER	BRIDGE REPLACEMENT	0.000			CON		
LIVINGSTON	US-23		US-23 OVER M-36	OVERLAY - SHALLOW	0.000		CON			
LIVINGSTON	US-23		CLYDE ROAD OVER US-23	OVERLAY - DEEP	0.000	CON				
LIVINGSTON	US-23		WHITE LAKE ROAD OVER US-23	OVERLAY - DEEP	0.001	CON				
MONROE	I-75		POST ROAD OVER I-75	OVERLAY - EPOXY	0.000		CON			
MONROE	I-75		NADEAUX ROAD OVER I-75	OVERLAY - SHALLOW	0.000		CON			
MONROE	I-75		HURD ROAD OVER I-75	OVERLAY - SHALLOW	0.000		CON			
MONROE	I-75		I-75 OVER SANDY CREEK ROAD	OVERLAY - DEEP	0.000		CON			
MONROE	I-75		I-75 OVER CONRAIL RAILROAD	OVERLAY - DEEP	0.000		CON			
MONROE	I-75		I-75 SB OVER STONY CREEK	OVERLAY - DEEP	0.000		CON			
MONROE	I-75		I-75 NB OVER STONY CREEK	OVERLAY - DEEP	0.000		CON			
MONROE	I-75		I-75 OVER SANDY CREEK	DECK PATCHING	0.000		CON			
MONROE	I-75		STERNS ROAD OVER I-75	BRIDGE REPLACEMENT	0.000					CON
MONROE	I-75		MORTAR CREEK ROAD OVER I-75	PIN & HANGER REPLACEMENT	0.010	CON				
MONROE	I-75		ALLEN COVE ROAD OVER I-75	PIN & HANGER REPLACEMENT	0.010	CON				
MONROE		PF	I-75 RAMP B OVER I-75	PIN & HANGER REPLACEMENT	0.010	CON				
MONROE	I-75		I-75 AND M-125 CONNECTOR OVER I-75	DECK PATCHING	0.010	CON				

# 2005-2009 ROAD & BRIDGE PROGRAM

## UNIVERSITY BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE (COMMON NAME)	P. F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
MONROE	I-75		OTTER CREEK ROAD OVER I-75	DECK PATCHING	0.010	CON				
MONROE	I-75		LUNA PIER ROAD OVER I-75	OVERLAY - DEEP	0.010	CON				
MONROE	I-75		ERIE ROAD OVER I-75	DECK PATCHING	0.010	CON				
MONROE	I-75		I-75 SB OVER BAY CREEK ROAD	OVERLAY - DEEP	0.010	CON				
MONROE	I-75		I-75 NB OVER BAY CREEK ROAD	OVERLAY - DEEP	0.010	CON				
MONROE	I-75		I-75 SB OVER POWER COMPANY RAILROAD SPUR	OVERLAY - DEEP	0.010	CON				
MONROE	I-75		I-75 NB OVER POWER COMPANY RAILROAD SPUR	OVERLAY - DEEP	0.010	CON				
MONROE	I-75		I-75 SB OVER LAPLAISANCE CREEK	OVERLAY - DEEP	0.010	CON				
MONROE	I-75		I-75 NB OVER LAPLAISANCE CREEK	OVERLAY - DEEP	0.010	CON				
MONROE	I-75		I-75 SB OVER OTTER CREEK	DECK PATCHING	0.010	CON				
MONROE	I-75		I-75 NB OVER OTTER CREEK	PAINTING COMPLETE	0.010	CON				
MONROE	I-75		I-75 SB OVER MUDDY CREEK	OVERLAY - DEEP	0.010	CON				
MONROE	I-75		I-75 NB OVER MUDDY CREEK	OVERLAY - DEEP	0.010	CON				
MONROE	I-75		I-75 SB OVER HALFWAY CREEK	PAINTING COMPLETE	0.010	CON				
MONROE	I-75		I-75 NB OVER HALFWAY CREEK	PAINTING COMPLETE	0.010	CON				
MONROE	I-75	PF	READY ROAD OVER I-75	OVERLAY - DEEP	2.000	CON				
MONROE	I-75	PF	DUNBAR ROAD OVER I-75	OVERLAY - DEEP	2.000	CON				
MONROE	I-75	PF	NORTH DIXIE HIGHWAY OVER I-75	SUPERSTRUCTURE REPAIR	1.000	CON				
MONROE	I-75	PF	I-75 SB OVER BAY CREEK	SUPERSTRUCTURE REPAIR	1.000	CON				
MONROE	I-75	PF	I-75 NB OVER BAY CREEK	SUPERSTRUCTURE REPAIR	1.000	CON				
MONROE	M-126		M-126 OVER OTTER CREEK	OVERLAY - DEEP	0.000		CON			
MONROE	M-126		M-126 OVER BRANCH SANDY CREEK	BRIDGE REPLACEMENT	0.000		CON			
MONROE	M-126		M-126 OVER LITTLE SANDY CREEK	BRIDGE REPLACEMENT	0.000		CON			
MONROE	US-24		US-24 OVER CSX RAILROAD	OVERLAY - DEEP	0.000		CON			
MONROE	US-24		US-24 OVER SANDY CREEK	BRIDGE REPLACEMENT	0.000		CON			
SHAWASSEE	M-21		M-21 OVER LIMBARD COUNTY DRAIN	CULVERT REPLACEMENT	0.270					CON
SHAWASSEE	M-21		M-21 OVER THOMPSON DRAIN	BRIDGE REPLACEMENT	0.270					CON
SHAWASSEE	OLD M-78		OLD M-78 EB OVER SOUTH BRANCH LOOKING GLASS RIVER	BRIDGE REPLACEMENT	0.000					CON
WASHTENAW	I-94		US-12 OVER I-94	OVERLAY - DEEP	0.328	CON				
WASHTENAW	I-94		GROVE STREET OVER I-94	DECK REPLACEMENT	0.000	CON				
WASHTENAW	I-94		US-12 BUSINESS ROUTE, WHITTAKER OVER I-94	MISCELLANEOUS BRIDGE CPM	0.000	CON				
WASHTENAW	I-94		CARPENTER ROAD OVER I-94	OVERLAY - DEEP	0.000	CON				
WASHTENAW	I-94		US-23 SB RAMP OVER I-94	OVERLAY - DEEP	0.000	CON				
WASHTENAW	I-94		RAWSONVILLE ROAD OVER I-94	OVERLAY - DEEP	0.000	CON				
WASHTENAW	I-94		I-94 WB OVER WARD ROAD	MISCELLANEOUS BRIDGE CPM	0.000	CON				
WASHTENAW	I-94		I-94 EB OVER WARD ROAD	MISCELLANEOUS BRIDGE CPM	0.000	CON				
WASHTENAW	I-94		US-12 EB OVER I-94	MISCELLANEOUS BRIDGE CPM	0.000	CON				
WASHTENAW	I-94		HARRIS ROAD OVER I-94	DECK REPLACEMENT	0.000	CON				

# 2005-2009 ROAD & BRIDGE PROGRAM

## UNIVERSITY BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE(COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
WASHTENAW	I-94		I-94 OVER HURON RIVER	DECK REPLACEMENT	0.000	CON				
WASHTENAW	I-94		US-23 NB OVER I-94	DECK REPLACEMENT	0.000	CON				
WASHTENAW	M-14		JOY ROAD OVER M-14	OVERLAY - EPOXY	2.670			CON		
WASHTENAW	M-14		CURTIS ROAD OVER M-14	OVERLAY - DEEP	2.670			CON		
WASHTENAW	M-14		M-153 CONNECTOR RAMP C OVER M-14	DECK REPLACEMENT	2.670			CON		
WASHTENAW	M-14		M-14 OVER FLEMING CREEK	OVERLAY - DEEP	2.670			CON		
WASHTENAW	M-14		GOTTFREDSON ROAD OVER M-14	DECK REPLACEMENT	0.830			CON		
WASHTENAW	M-14		M-153 CONNECTOR RAMP B OVER M-14	DECK REPLACEMENT	2.670			CON		
WASHTENAW	M-52		M-52 OVER PAISIN RIVER	OVERLAY - DEEP	0.000				CON	
WASHTENAW	US-12 BR		US-12 BUSINESS ROUTE, M-17 OVER HURON RIVER	SUPERSTRUCTURE REPAIR	0.000			CON		
WASHTENAW	US-23		US-23 SB OVER BARKER ROAD	OVERLAY - SHALLOW	0.000		CON			
WASHTENAW	US-23		US-23 NB OVER BARKER ROAD	OVERLAY - SHALLOW	0.000		CON			
WASHTENAW	US-23		US-12 OVER US-23	OVERLAY - DEEP	0.000	CON				
WASHTENAW	US-23		8 MILE ROAD OVER US-23	OVERLAY - SHALLOW	0.000		CON			
WASHTENAW	US-23		US-23 SB OVER MDOT RAILROAD	OVERLAY - SHALLOW	0.000		CON			
WASHTENAW	US-23		US-23 NB OVER MDOT RAILROAD	OVERLAY - SHALLOW	0.000		CON			
					16.282					

# 2005-2009 ROAD & BRIDGE PROGRAM

UNIVERSITY		NOISE ABATEMENT										
COUNTY	ROUTE(COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009		
INGHAM	US-127 SB		GRAND RIVER AVE TO LAKE LANISING ROAD	ROADSIDE FACILITIES - RELOCATION	0.891		CON					
WASHTENAW	I-94		YPSILANTI TOWNSHIP	ROADSIDE FACILITIES - RELOCATION	1.064	CON						
					1.655							



# 2005-2009 ROAD & BRIDGE PROGRAM

## UNIVERSITY REPAIR AND REBUILD ROADS

COUNTY	ROUTE(COMMON NAME)	P. F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
CLINTON	M-21 (Blue Water Highway)		PEWAMO CITY LIMITS TO ST. JOHNS CITY LIMITS	RESURFACE	13419	CON				
CLINTON	US-127 BR		TOWNSEND TO US-127	RESURFACE	4116					CON
EATON	I-69		AT THE POTTERVILLE REST AREA	ROADSIDE FACILITIES - IMPROVE	1,000		CON			
EATON	M-188 (Water St)		HAVEN STREET TO AUXILIARY MEMORIAL DRIVE	RESURFACE	3959			CON		
EATON	M-99	PF	EATON RAPIDS NORTH CITY LIMITS TO PIETREVILLE	RESURFACE	1,600		CON			
EATON	M-99 / M-50 (Main Street)		WEST OF HALLAWOOD LANE TO NIMBARK AVENUE	RESURFACE	1,955					CON
EATON	US-27 OLD (Lansing Road)		I-69 TO GUINEA ROAD	RESTORATION AND REHABILITATION	9,190				CON	
HILLSDALE	M-34 (Hudson Road)		M-99 TO US-127	RESURFACE	10,631	CON				
HILLSDALE	M-49		US-12 TO M-99	RESURFACE	6,005				CON	
HILLSDALE	M-49		READING CITY LIMITS	RECONSTRUCTION	1,496					CON
HILLSDALE	M-99		BACON STREET TO RAILROAD CROSSING	RECONSTRUCTION	0,693		CON			
HILLSDALE	M-99	PF	EAST RR TO FAYETTE STREET	RECONSTRUCTION	0,455	CON				
HILLSDALE	US-12		JONESVILLE EAST CITY LIMITS TO MOSCOW ROAD	RESURFACE	8,772					CON
HILLSDALE	US-12		MOSCOW ROAD TO LENAWEE COUNTY LINE	RESURFACE	7,800		CON			
INGHAM	I-69 BL (East Saginaw Street)		EAST OF HAGADORN TO OLD M-78, EAST LANSING	RESURFACE	3,227	CON				
INGHAM	M-36		US-127 TO MASON EAST CITY LIMITS	RESURFACE	2,860				CON	
INGHAM	M-36		EAST OF MEECH ROAD TO M-52	RESURFACE	3,081		CON			
INGHAM	M-36 (East Dansville Road)		DEXTER TRAIL TO MEECH ROAD	RESURFACE	8,888	CON				
INGHAM	M-43 (East Oakland Avenue)		BALLARD ROAD TO MARSHALL ROAD, CITY OF LANSING	ROADSIDE FACILITIES - IMPROVE	0,710	CON				
INGHAM	US-127		M-36 TO I-66	RESTORATION AND REHABILITATION	7,356	CON				
JACKSON	I-94		DEARING ROAD INTERCHANGE	RECONSTRUCTION	0,015				CON	
JACKSON	I-94 BUSINESS LOOP	PF	US-127 TO I-94	RESURFACE	2,595			CON		
JACKSON	I-94 EB		AT THE SANDSTONE REST AREA	ROADSIDE FACILITIES - PRESERVE	0,000			CON		
JACKSON	I-94 WB		AT THE GRASS LAKE REST AREA	ROADSIDE FACILITIES - IMPROVE	0,270		CON			
JACKSON	M-106		SOUTH OF ELLIOT STREET TO BUNKER HILL ROAD	RESTORATION AND REHABILITATION	7,790		CON			
JACKSON	M-124 (Wampiers Lake Rd)		M-50 TO US-12	FLEXIBLE & COMPOSITE PAVEMENTS - CPM	7,750		CON			
JACKSON	M-50 / US-127 BR		JACKSON SOUTH CITY LIMITS TO US-127	RESTORATION AND REHABILITATION	1,318					CON
JACKSON	M-99		DOWNTOWN SPRINGPORT	RECONSTRUCTION	0,323		CON			
LENAWEE	M-34 (Carlisle Road)		M-156 TO BEECHER ROAD	RESTORATION AND REHABILITATION	5,974		CON			
LENAWEE	M-50		MUNSON HIGHWAY TO M-156	FLEXIBLE & COMPOSITE PAVEMENTS - CPM	4,930	CON				
LENAWEE	M-50		TECUMSEH WEST CITY LIMITS TO SUNSET ROAD	RESURFACE	0,639	CON				
LENAWEE	M-50 (Morrice Road)		NORTLEY TO M-62	RESURFACE	4,851				CON	
LENAWEE	M-50 (Morrice Road)		HAND HIGHWAY TO NORTLEY HIGHWAY	RESURFACE	5,761			CON		
LENAWEE	M-52 (S Adrian Hwy)		OHIO STATE LINE TO PINE STREET	RESTORATION AND REHABILITATION	5,068		CON			
LENAWEE	M-62		M-50 TO US-12	RESTORATION AND REHABILITATION	4,320			CON		
LENAWEE	M-52		PINE STREET TO US-223 AT FAIRFIELD AND JASPER	RESTORATION AND REHABILITATION	5,891	CON				
LENAWEE	US-12		US-127 TO M-50	RESURFACE	7,430		CON			
LIVINGSTON	I-96		I-96 FROM US-23 TO LIVINGSTON/OAKLAND COUNTY LINE	RECONSTRUCTION	3,977					CON

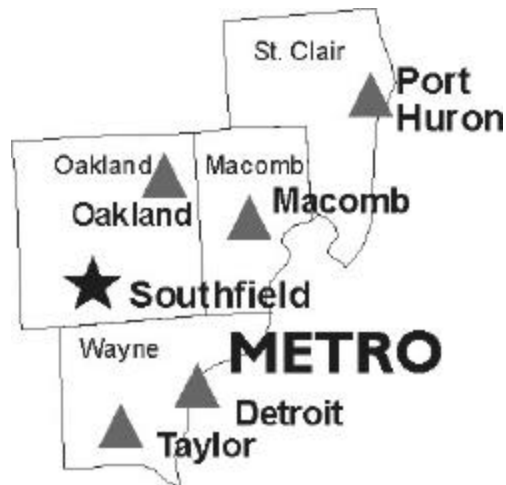
# 2005-2009 ROAD & BRIDGE PROGRAM

## UNIVERSITY REPAIR AND REBUILD ROADS

COUNTY	ROUTE(COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
LIVINGSTON	M-155		M-155 FROM MASONNORTON TO END OF ROUTE	RESURFACE	1,929			CON		
LIVINGSTON	M-59 (West Highland Road)	PF	I-96 TO MICHIGAN AVENUE AND AT EAGER ROAD	RESURFACE	3,966	CON				
LIVINGSTON	US-23		US-23 SB OVER HURON R.	WIDEN-MAINT LANES	3,626				CON	
LIVINGSTON	US-23		US-23 NB OVER HURON R.	WIDEN-MAINT LANES	3,626				CON	
MONROE	M-125/I-75 CONNECTOR (Su)		NORTHBOUND AND SOUTHBOUND M-125/I-75 CONNECTORS	RESURFACE	2,962			CON		
MONROE	M-125		LUNA PIER ROAD TO MONROE SOUTH CITY LIMITS	RESURFACE	8,660			CON		
MONROE	US-23		BRANCH OF MACON RIVER TO PLANK	RESURFACE	6,550			CON		
MONROE	US-24 (South Telegraph Road)		LUNA PIER ROAD TO DUNBAR ROAD	RESURFACE	7,549	CON				
SHAWASSEE	I-69		PEACOCK ROAD TO SHAFTSBURG ROAD	RECONSTRUCTION	4,422			CON		
SHAWASSEE	I-69		SHAWASSEE RIVER TO EAST COUNTY LINE	RESURFACE	8,321		CON			
SHAWASSEE	I-69 OLD (West Lansing Road)		FROM M-62 TO 1.1 MILES EAST OF M-62	RESURFACE	1,100	CON				
SHAWASSEE	M-62		ARDELEAN TO NORTH COUNTY LINE	RESURFACE	6,919				CON	
WASHTENAW	I-94		AT THE CHELSEA REST AREA	ROADSIDE FACILITIES - RELOCATION	0,100	CON				
WASHTENAW	I-94 (E I 94/Kalmbach RAMP)		PINKNEY, SPENCER, KALMBACH, OLD 12, FLETCHER	RESTORATION AND REHABILITATION	0,000			CON		
WASHTENAW	I-94		I-94 INTERCHANGE AT RAWSONVILLE ROAD	RECONSTRUCTION	0,696	CON				
WASHTENAW	M-163 (Ford Road)		FRANKS LAKE ROAD TO EAST COUNTY LINE	RESURFACE	3,524				CON	
WASHTENAW	M-62		PLEASANT LAKE ROAD TO I-94	RESURFACE	6,531					CON
WASHTENAW	M-62		AUSTIN TO MAIN AND MAIN TO GEISKE	RECONSTRUCTION	1,680				CON	
WASHTENAW	US-12 (West Michigan Avenue)	PF	US-23 TO I-94	RESURFACE	1,966	CON				
WASHTENAW	US-12 (West Michigan Avenue)		US-23 TO SAUK TRAIL	MINOR WIDENING	1,350	CON				
WASHTENAW	US-12		MAPLE TO INDUSTRIAL	RESURFACE	0,990			CON		
WASHTENAW	US-12 (West Michigan Avenue)		SCHILL ROAD TO WEST OF AUSTIN ROAD	RESURFACE	2,591			CON		
WASHTENAW	US-12		M-62 TO FELD KAMP ROAD	RESURFACE	8,807		CON			
					249,796					



## METRO REGION



The Metro Region serves four counties in southeastern Michigan. They include Wayne, Oakland, Macomb and St. Clair counties. These four counties encompass 161 cities and townships that are served by state trunklines. The state's largest population and the oldest and busiest freeways are within the Metro Region. Forty-three percent of the Vehicle Miles Traveled (VMT) on Michigan's freeway system occurs in this region. Since the Metro Region has the largest population concentration in the state, much of the land is being developed or re-developed at a rapid pace to accommodate growth. This includes increasing densities of land use adjacent to existing freeway rights of way. Widening of existing freeway rights of way to increase capacity is becoming increasingly difficult without costly residential or commercial displacements.

In order to successfully address the challenging needs of the region, alternatives have and will be considered for all modes of transportation in order to maximize mobility. Cooperative efforts between the department and the local and regional planning agencies may allow the state to address transportation needs in coordination with land use planning and through transportation demand management techniques.

Partnerships with other agencies are critical to share knowledge and resources, and to coordinate activities. MDOT is currently engaged in numerous partnerships to evaluate transportation solutions, and will continue to pursue new partnerships into the future to provide the best transportation solutions for the Metro Region.

A few examples of current partnerships include the I-696 at Franklin Road project with the city of Southfield, the I-75 at Ambassador Bridge–Gateway Project with the Detroit International Bridge Company and the Border Crossing Study with Canada.

Intelligent Transportation Systems (ITS) are used throughout the Metro Region to maximize the existing system capacity in maintaining a safe and efficient trunkline system. ITS is used to communicate construction detours and roadway incidents to travelers. It is used in conjunction with standard construction signing on road projects in order to help alleviate inconveniences to the motoring public.

The use of cameras also assists police and emergency vehicles in responding to incidents along the roadway and helps minimize delays. Another component of ITS is the Courtesy Patrol that assists stranded motorists or those in need of minor repairs or gasoline. The courtesy patrol program operates on all the major freeways, Monday through Friday, and during special events. In 2003, the program assisted over 26,500 stranded motorists.

The Metro Region is unique in that although it is composed of only four counties, it is the home to three international border crossings that include the Ambassador Bridge in Detroit, the Blue Water Bridge in Port Huron and the Detroit-Windsor tunnel in Detroit. The Ambassador Bridge is the busiest commercial border crossing in North America, the Blue Water Bridge is the second busiest commercial crossing in North America and the Detroit-Windsor Tunnel continues to be the second busiest passenger crossing on the United States-Canada border. MDOT will continue to improve international border crossings in the region to facilitate the flow of trade across the Canadian border and bordering states.

Project selection emphasizes corridor work and freeway modernization through bridge, pavement, safety and operational improvements throughout the Metro Region. MDOT will also continue to improve customer access in coordination with economic development in the city of Detroit and other growing areas of the region and continue to eliminate trunkline choke points, address system continuity issues and improve corridors within the region.

MDOT and the Michigan Economic Development Corporation (MEDC) will continue to work together to meet current economic needs, reduce congestion and improve safety along several freeways, local roads and state trunk lines. The program makes significant contributions to addressing safety and congestion, responding to immediate economic development needs, and supporting and fostering the state's continued economic expansion.

## **2004 Accomplishments**

The Metro Region awarded more than \$320 million in construction contracts in 2004. These contracts allowed the motoring public to move around the region in a safer and more efficient manner as the projects were completed. In 2004, 144 miles of road were improved with 42 miles resurfaced or reconstructed and 102 miles rehabilitated. Of the region's 1,545 bridges, more than 80 bridges were rehabilitated in 2004.

Some of the accomplishments in the four counties include:

**The reconstruction of M-29 from Francis to Broadway in Marine City, St. Clair County** was completed in 2004. M-29 within these limits carries more than 9,000 vehicles daily.

**I-75 Northbound from M-15 to the North County Line in Oakland County** was resurfaced this year. Three bridges were also rehabilitated as a part of the project.

This section of I-75 carries approximately 30,000 vehicles daily.

**The reconstruction and rehabilitation of M-53 (Van Dyke) in the City of Detroit, Wayne County, from M-3 to M-102** was completed in the summer. This stretch of road carries approximately 22,000 vehicles per day.

**In the cities of Roseville and Fraser in Macomb County, M-97 (Groesbeck) was resurfaced from Hayes to 14 Mile Road.** This road carries approximately 43,000 vehicles a day.

**In St. Clair County, Clay Township, M-29 from Flamingo to Nook** was resurfaced in the summer. It carries more than 13,500 vehicles a day.

**M-1 (Woodward Avenue) from the northern city limits of Ferndale to M-102 in the City of Ferndale, Oakland County,** was resurfaced. M-1 in this area carries more than 40,000 vehicles at this location.

**The I-96 Freeway from US-24 to M-39 was reconstructed in the City of Detroit, Wayne County.** Along with the road reconstruction 18 bridges are included for rehabilitation; 16 have been completed. The remaining two will be completed next year. Work includes various reconstructions, rehabilitations, and maintenance activities. More than 175,000 vehicles travel along this interstate highway on a daily basis.

**In Oakland County, M-24 from Clarkston Road to the north city limits of Oxford** was resurfaced. More than 35,000 vehicles travel along M-24.

**Southfield Road (M-39) from Lafayette to Porter in the City of Lincoln Park, Wayne County,** was reconstructed this year. This non-freeway section in Wayne County carries more than 40,000 vehicles daily.

**US-12 (Michigan Avenue) in the City of Detroit, Wayne County, from Firestone to I-94 was reconstructed.** Approximately 31,000 vehicles travel this roadway daily.

A major bridge rehabilitation corridor on **I-75 from south of M-8 (Davison Freeway) to M-102 (8 Mile Road) in the City of Detroit** was completed. The corridor, which carries 150,000 vehicles daily, had 26 bridges rehabilitated during the construction season. Bridge work included replacements and various maintenance activities.

**In Port Huron Township, St. Clair County, six bridges along I-94** were completed this year. This project involved replacing bridges in poor condition.

**The bridges that carry M-10 over I-94, in the City of Detroit, Wayne County,** received major rehabilitation. These structures carry approximately 120,000 vehicles a day over them.

**The West Grand Boulevard bridge over I-75, in the City of Detroit, Wayne County,** was replaced. This was the first phase of the Ambassador Bridge Gateway project.

Besides many successful construction projects, the Metro Region received some important approvals and agreements, and completed some important studies and plans. Some of the planning accomplishments in the four counties included:

Completion of the Draft Environmental Impact Statement (DEIS) for the **I-75 from M-102 to M-59 Planning/Environmental Study**. The study recommends a widening of the important Oakland County freeway. The Federal Highway Administration approved the DEIS in December 2003.

Federal Highway Administration approval in January 2004 of the **I-75/M-59 Interchange Access Justification Report**, one of several important approvals needed for MDOT's future reconstruction of the interchange in Oakland County.

Approval in June 2004 by the Federal Highway Administration of an Environmental Assessment (EA) for the proposed rehabilitation of the **M-1 (Woodward Avenue) and M-102 (Eight Mile Road) intersection**, located at the border of Wayne and Oakland counties.

**The Ambassador Bridge/Gateway Project** will provide access improvements between the privately owned Ambassador Bridge and the freeway system (I-96 and I-75), and the local roads, in downtown Detroit. Planning has been underway for a number of years, but two important agreements and milestones were reached in 2004, including:

- Approval by FHWA of the **Environmental Assessment Re-Evaluation**, January 2004.
- Signing of an **Implementation Agreement** in April 2004 between MDOT and the Detroit International Bridge Company, which owns the Ambassador Bridge.

## Five Year Road and Bridge Program

The projects identified in this *2005 to 2009* Five Year Road and Bridge Program for the Metro Region total approximately \$1,041 million.

Investments are allocated in the following manner:

Metro Region	Amount in Millions of Dollars		
	Other Funding	Preserve First Funds	Total 2005-2009
Road Preservation	\$544	\$155	\$699
Bridge Preservation	\$338	\$4	\$342
<b>Grand Total</b>	<b>\$882</b>	<b>\$159</b>	<b>\$1,041</b>

(Amounts are rounded to the nearest million dollars)

The Governor's "Preserve First Program" increases the emphasis on the preservation of the existing transportation system.

This program will allow MDOT to improve the condition of roads and bridges while protecting the investments of the Michigan taxpayers. The program concentrates on high volume freeways and state routes in poor condition and provides an appropriate mix of fixes.

The Metro Region has over 1400 miles of trunkline roadway. The aging infrastructure in the Metro Region requires extensive work. This region is home to the highest density of population in the state. Therefore, the roads continue to be well traveled by commercial carriers, residents and visitors alike. In order to better plan for the future needs of such infrastructure, planning studies that were previously initiated prior to the "Preserve First" program will continue to conclusion, while other phases have been deferred to a future five year plan.

The 2005-2009 five year program of road preservation work will upgrade more than 160 (18 percent) miles of the Metro Region's 888 miles over the next five years. Of the region's 1,423 bridges and culverts, 348 (24 percent) are scheduled for improvements or major repairs from 2005 through 2009.

<b>Metro Region</b>	<b>Miles of Road</b>	<b>Number of Bridges</b>
Total in Region	888	1,423
Scheduled to be worked on	160	348
Percentage of Region	18 %	24 %

Additionally, capital preventive maintenance (CPM) projects that are programmed annually are anticipated throughout the Metro Region for pavement that does not yet require extensive repair. CPM projects improve the condition and extend the life of such pavements.

## **Public Involvement**

The Metro Region hosted a number of listening sessions during the month of January. Each Transportation Service Center (TSC) hosted at least one listening session and provided valuable information to the interested public about the Region goals and strategies and the projects listed in the 2005-2009 Five Year Transportation Program.

### *Macomb (Sterling Heights) TSC* - Listening Session held January 6, 2005

- Nine concerned citizens and stakeholders including county road commissioners, city and village officials, metropolitan planning organization, chamber of commerce, private industry and special interest groups attended these meetings.
- During the question and answer period, there was discussion regarding MDOT's plans on M-53 between 34-Mile to the county line. Questions concerning a soundwall on M-53 and wetland mitigation progress for the area at 32 Mile and North Avenue.



### Taylor TSC – Listening Session held January 6, 2005

The Southwestern Wayne County residents voiced their concerns regarding the safety of their transportation system, especially in the Gibraltar Road area. Also, there is a reoccurring need in the Metro Region for information regarding construction projects and resulting alternate routes. Improving transportation services coordination is a key factor in a region with high volume routes and highly developed areas.

### Port Huron TSC – Listening Session held January 11, 2005

There are several projects currently underway or in final stages of planning for St. Clair County. The comments in this area were generally concerning the bidding process and questions of the design and purpose of proposed projects, specifically the development of M-19 and Lapeer Road Bridge. Also the status of the Blue Water Bridge Plaza Expansion study was discussed. Comments were also provided in writing by the local school districts requesting special consideration of school bus routes and student safety when planning projects.

Oakland (Waterford) TSC – Listening Sessions held January 12 and January 20  
The majority of comments during the meetings with MDOT officials and the general public, was the need for reconstruction of the I-96/Wixom Road interchange. The citizens cited concerns over safety concerning the current design of the interchange which was originally designed for rural access.

Also, citizens were concerned about the potential economic impacts the delay in reconstructing the interchange could cause. Several citizens questioned the necessity of the proposed interchange at Long Lake Road and I-75 in Troy. During the meeting on January 20<sup>th</sup> one citizen commented on the protection of houses on I-275 from the noise of the freeway, stating the noise exceeds acceptable limits. The use of toll roads was also suggested. Additional comments on the importance of the I-96/Wixom Interchange. Other questions regarding M-5 were also raised.

### Detroit TSC - Listening Session January 12th

- Thirteen concerned citizens and stakeholders including City of Detroit, County Road Commissioners, metropolitan planning organization, private industry and special interest groups attended the meetings.
- Some comments that were brought up consisted of projects along I-375, the funding allotted for the Detroit Region, reconstruction along I-75, issues with the Ambassador Bridge/Gateway Project, pavement type and ideas on adding a roundabout for the city of Detroit.

# 2005-2009 ROAD & BRIDGE PROGRAM

METRO	BRIDGE - BIG BRIDGE PROGRAM									
COUNTY	ROUTE(COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
OAKLAND	I-686 (W P Reuther Freeway)		I-686 OVER I-76 AND 4 RAMP'S	PAINTING COMPLETE	0.000			CON		
WAYNE	I-75 (Fisher Freeway)		I-75 OVER FORT STREET	DECK PATCHING	0.000		CON			
WAYNE	M-85 (Fort Street)		M-85 OVER ROUSE RIVER	BRIDGE REPLACEMENT	0.000			CON		
					0.000					

# 2005-2009 ROAD & BRIDGE PROGRAM

## METRO BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE(COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
MACOMB	I-696		WAGNER DRIVE OVER I-696	DECK REPLACEMENT	0.000		CON			
MACOMB	I-696		ARSENAL AVENUE OVER I-696	DECK REPLACEMENT	0.000		CON			
MACOMB	I-696		WAYS E AND F OVER MOUND AND SERVICE RD OVER I-696	OVERLAY - DEEP	0.001				CON	
MACOMB	I-696		HAYES ROAD OVER I-696	OVERLAY - DEEP	0.000		CON			
MACOMB	I-696		SHERWOOD AVENUE OVER I-696 & RAMPS B, C, H, & F	OVERLAY - SHALLOW	0.001				CON	
MACOMB	I-696		11 MILE ROAD WB OVER MOUND ROAD & RAMPS C & D	SUBSTRUCTURE REPAIR	0.001				CON	
MACOMB	I-696		RAMP G AT MOUND ROAD OVER I-696	SUBSTRUCTURE REPAIR	0.001				CON	
MACOMB	I-696		11 MILE ROAD EB OVER MOUND ROAD & RAMPS C & D	SUBSTRUCTURE REPAIR	0.001				CON	
MACOMB	I-696		NB SERVICE ROAD OVER RAMPS B & G OFF I-696	PAINING COMPLETE	0.000				CON	
MACOMB	I-696		NB SERVICE ROAD OVER RAMPS C & E OFF I-696	PAINING COMPLETE	0.000				CON	
MACOMB	I-696		SOUTH SERVICE ROAD OVER I-696	OVERLAY - DEEP	0.000					CON
MACOMB	I-696		SB GRATIOT AVENUE M-3 OVER I-696	OVERLAY - SHALLOW	0.000	CON				
MACOMB	I-696		BELANGER AVENUE OVER I-696	JOINT REPLACEMENT	0.000	CON				
MACOMB	I-696		NB GRATIOT AVENUE M-3 OVER I-696	OVERLAY - SHALLOW	0.000	CON				
MACOMB	I-696		GROVELAND AVENUE OVER I-696	OVERLAY - SHALLOW	0.000	CON				
MACOMB	I-696		SB SERVICE ROAD OVER RAMPS A & F OFF I-696	PAINING COMPLETE	0.000				CON	
MACOMB	I-696		MEREDITH DRIVE OVER I-696	PAINING COMPLETE	0.000				CON	
MACOMB	I-696		RAMP G AT MOUND ROAD OVER I-696	PAINING COMPLETE	0.000				CON	
MACOMB	I-696		EB 11 MILE ROAD OVER I-696	DECK PATCHING	0.000				CON	
MACOMB	I-696		NB MOUND ROAD OVER I-696	PAINING COMPLETE	0.000				CON	
MACOMB	I-696		NB SERVICE ROAD OVER I-696	OVERLAY - DEEP	0.000				CON	
MACOMB	I-696		SB SERVICE ROAD OVER I-696	OVERLAY - DEEP	0.000				CON	
MACOMB	I-696		10.5 MILE ROAD OVER MOUND ROAD & RAMPS A & B	SUBSTRUCTURE REPAIR	0.000				CON	
MACOMB	I-696		SB SERVICE ROAD OVER RAMPS D & H	SUBSTRUCTURE REPAIR	0.000				CON	
MACOMB	I-696		EB 11 MILE ROAD OVER I-696	PAINING COMPLETE	0.000				CON	
MACOMB	I-696		CAMPBELL ROAD OVER I-696	DECK REPLACEMENT	0.000		CON			
MACOMB	I-696		BAROMAN AVENUE OVER I-696	SUBSTRUCTURE PATCHING	0.000	CON				
MACOMB	I-696		SB MOUND ROAD OVER I-696	PAINING COMPLETE	0.000				CON	
MACOMB	I-94		I-94 WB OVER CROOKER ROAD	SUPERSTRUCTURE REPAIR	0.001			CON		
MACOMB	I-94		21 MILE ROAD OVER I-94	OVERLAY - SHALLOW	0.001			CON		
MACOMB	I-94		I-94 WB OVER JOY ROAD	SUPERSTRUCTURE REPAIR	0.001			CON		
MACOMB	I-94		COTTON ROAD OVER I-94	OVERLAY - SHALLOW	0.001			CON		
MACOMB	I-94		I-94 WB OVER USAF SPUR TRACK	OVERLAY - SHALLOW	0.001			CON		
MACOMB	I-94		I-94 EB OVER CROOKER ROAD	SUBSTRUCTURE REPAIR	0.001			CON		
MACOMB	I-94		I-94 EB OVER JOY ROAD	SUPERSTRUCTURE REPAIR	0.001			CON		
MACOMB	I-94		I-94 EB OVER USAF SPUR TRACK	OVERLAY - SHALLOW	0.001			CON		
MACOMB	M-29		M-29 OVER FISH CREEK	OVERLAY - DEEP	0.000				CON	
MACOMB	M-29		M-29 OVER CREPEAU DRAIN	SUPERSTRUCTURE REPLACEMENT	0.000	CON				

# 2005-2009 ROAD & BRIDGE PROGRAM

## METRO BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE(COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
MACOMB	M-29		M-29 OVER SALT RIVER	OVERLAY - DEEP	0.000				CON	
MACOMB	M-3 (Gratht Avenue)		M-3 NB OVER CLINTON RIVER	DECK REPLACEMENT	0.000			CON		
MACOMB	M-3 (Gratht Avenue)		M-3 SB OVER CLINTON RIVER	MISCELLANEOUS BRIDGE	0.000			CON		
MACOMB	M-97		M-97 OVER CLINTON RIVER	DECK REPLACEMENT	0.000	CON				
OAKLAND	I-696 (N I-75 Service Drive)		I-696 RAMP WB OVER I-75 & RAMPS TO I-75 SB	OVERLAY - DEEP	0.000			CON		
OAKLAND	I-696 (N I-75 Service Drive)		I-696 TURN RDWY AF OVER I-696&RAMPS FROM I-75 SB	OVERLAY - DEEP	0.000			CON		
OAKLAND	I-696 (N I-75 Service Drive)		I-696 RAMP EB OVER I-75 & RAMPS TO I-75 NB	OVERLAY - DEEP	0.000			CON		
OAKLAND	I-696 (N I-75 Service Drive)		I-696 RAMPS AF AND EF OVER NORTH SERVICE ROAD	DECK REPLACEMENT	0.000			CON		
OAKLAND	I-696 (N I-75 Service Drive)		I-696 TO I-75 RAMP OVER N-S SERVICE ROAD	OVERLAY - EPOXY	0.000			CON		
OAKLAND	I-696		HALSTEAD ROAD OVER I-696	OVERLAY - DEEP	0.000	CON				
OAKLAND	I-696		ORCHARD LAKE ROAD OVER I-696	OVERLAY - SHALLOW	0.000	CON				
OAKLAND	I-696 (N I-75 Service Drive)		I-696 OVER NORTH SERVICE ROAD	OVERLAY - DEEP	0.000			CON		
OAKLAND	I-696 (N I-75 Service Drive)		I-696 TURN ROADWY EB OVER I-696&RAMPS FROM I-75 NB	OVERLAY - DEEP	0.000			CON		
OAKLAND	I-696 (N I-75 Service Drive)		I-696 EB AND WB OVER N-S SERVICE ROAD	CRACK SEALING	0.000			CON		
OAKLAND	I-696 (N I-75 Service Drive)		EB I-696 OVER N-S SERVICE ROAD	OVERLAY - EPOXY	0.000			CON		
OAKLAND	I-696 (W P Reuther Freeway)		TEN MILE ROAD OVER I-96	OVERLAY - DEEP	0.000			CON		
OAKLAND	I-696 (W P Reuther Freeway)		I-696 OVER M-10	PAINTING COMPLETE	0.001	CON				
OAKLAND	I-696		EAST OF ORCHARD LAKE ROAD WALKOVER OVER I-696	BRIDGE REPLACEMENT	0.000					CON
OAKLAND	I-696		US-24 N TO M-10 W OVER I-696	SUBSTRUCTURE REPAIR	0.001		CON			
OAKLAND	I-696 (W P Reuther Freeway)		M-102 OVER I-696 EB	DECK REPLACEMENT	0.000			CON		
OAKLAND	I-75		I-75 SB OVER M-150 (ROCHESTER ROAD)	OVERLAY - SHALLOW	0.000	CON				
OAKLAND	I-75		I-75 NB OVER M-150 (ROCHESTER ROAD)	OVERLAY - SHALLOW	0.000	CON				
OAKLAND	I-75		I-75 SB OVER 14 MILE ROAD	DECK REPLACEMENT	0.000	CON				
OAKLAND	I-75		I-75 NB OVER 14 MILE ROAD	DECK REPLACEMENT	0.000	CON				
OAKLAND	I-75		BROWNING AVENUE WALKOVER OVER I-75	DECK PATCHING	0.000			CON		
OAKLAND	I-75		HIGHLAND AVENUE WALKOVER OVER I-75	DECK PATCHING	0.000			CON		
OAKLAND	I-75		HARRY AVENUE WALKOVER OVER I-75	DECK PATCHING	0.000			CON		
OAKLAND	I-75		BERNHARD STREET WALKOVER OVER I-75	DECK PATCHING	0.000			CON		
OAKLAND	I-75		ORCHARD STREET WALKOVER OVER I-75	DECK PATCHING	0.000			CON		
OAKLAND	I-75		NINE MILE ROAD OVER I-75	DECK REPLACEMENT	0.000			CON		
OAKLAND	I-75		NINE MILE ROAD TURN RAMP OVER I-75	OVERLAY - SHALLOW	0.000			CON		
OAKLAND	I-75		JOHN R NB TURN RAMP OVER I-75	OVERLAY - DEEP	0.000			CON		
OAKLAND	I-75		JOHN R OVER I-75	DECK REPLACEMENT	0.000			CON		
OAKLAND	I-75		WOODWARD HEIGHTS BOULEVARD OVER I-75	OVERLAY - SHALLOW	0.000			CON		
OAKLAND	I-75		JOHN R SB TURN RAMP OVER I-75	DECK REPLACEMENT	0.000			CON		
OAKLAND	I-75		I-696 RAMPS GH AND GD OVER NORTH SERVICE ROAD	OVERLAY - DEEP	0.000			CON		
OAKLAND	I-75		MYERS ROAD OVER I-75	OVERLAY - SHALLOW	0.000			CON		
OAKLAND	I-75		DALLAS DOUBLE U TURN OVER I-75	OVERLAY - DEEP	0.000			CON		

# 2005-2009 ROAD & BRIDGE PROGRAM

## METRO BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE(COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
OAKLAND	I-75	PF	SQUIRREL ROAD OVER I-75	OVERLAY - SHALLOW	0.000	CON				
OAKLAND	I-75	PF	NB JOSLYN TO I-75 OVER GTW RAILROAD	OVERLAY - SHALLOW	0.000	CON				
OAKLAND	I-75	PF	M-15 OVER I-75	BRIDGE REPLACEMENT	0.200	CON				
OAKLAND	I-96		I-96 OVER HURON RIVER	SUPERSTRUCTURE REPAIR	0.000		CON			
OAKLAND	I-96		MEADOWBROOK ROAD OVER I-96	OVERLAY - DEEP	0.001			CON		
OAKLAND	I-96		NOMI ROAD OVER I-96	SUBSTRUCTURE REPAIR	0.000			CON		
OAKLAND	I-96		I-96 OVER KENT LAKE ROAD	DECK REPLACEMENT	0.000		CON			
OAKLAND	I-96 BL (Grand River Avenue)		I-96 BUSINESS LOOP OVER ROUGE RIVER	BRIDGE REPLACEMENT	0.000		CON			
OAKLAND	M-1		M-1 SB RAMP OVER M-102 (8 MILE ROAD)	DECK REPLACEMENT	0.001		CON			
OAKLAND	M-1		M-1 NB RAMP OVER M-102 (8 MILE ROAD)	DECK REPLACEMENT	0.001		CON			
OAKLAND	M-1		M-1 OVER 8 MILE ROAD OVER M-102 AND RAMPS	DECK REPLACEMENT	0.001		CON			
OAKLAND	M-10 (Northwestern Highway)		M-10 NB OVER US-24	OVERLAY - SHALLOW	0.000		CON			
OAKLAND	M-10 (Northwestern Highway)		M-10 SB OVER ROUGE RIVER	DECK REPLACEMENT	0.000		CON			
OAKLAND	M-10 (Northwestern Highway)		M-10 (RAMP B) OVER M-10 RAMP	OVERLAY - DEEP	0.000			CON		
OAKLAND	M-10 (Northwestern Highway)		M-10 NB OVER ROUGE RIVER	DECK REPLACEMENT	0.000		CON			
OAKLAND	M-10 (Northwestern Highway)		M-10 RAMP H OVER M-39	DECK REPLACEMENT	0.000			CON		
OAKLAND	M-10 (Northwestern Highway)		M-39 NB OVER M-10	DECK REPLACEMENT	0.000			CON		
OAKLAND	M-10 (Northwestern Highway)		LEFT TURN STRUCTURE OVER M-10	DECK REPLACEMENT	0.000			CON		
OAKLAND	M-10 AT M-39 (Northwestern Highway)		M-39 SB OVER M-10 RAMP C	DECK REPLACEMENT	0.139			CON		
OAKLAND	M-10 AT M-39 (Northwestern Highway)		9 MILE ROAD OVER M-10 RAMP	SUBSTRUCTURE REPAIR	0.139			CON		
OAKLAND	M-10 AT M-39 (Northwestern Highway)		M-39 (RAMP H) OVER M-10 NB (RAMP G)	OVERLAY - DEEP	0.139			CON		
OAKLAND	US-24 (Telegraph Road)		US-24 OVER CLINTON RIVER	JOINT REPLACEMENT	0.000			CON		
OAKLAND	US-24 (Telegraph Road)		US-24 NB OVER CLINTON RIVER	OVERLAY - SHALLOW	0.000	CON				
OAKLAND	US-24 (Telegraph Road)		US-24 OVER CLINTON RIVER	BRIDGE REPLACEMENT	0.000			CON		
OAKLAND	US-24 (Telegraph Road)		US-24 SB OVER CLINTON RIVER	OVERLAY - SHALLOW	0.000	CON				
ST. CLAIR	I-69		BARTH ROAD OVER I-69	DECK PATCHING	0.000				CON	
ST. CLAIR	I-69		I-69 WB OVER GTW RAILROAD	OVERLAY - DEEP	0.000				CON	
ST. CLAIR	I-69		RANGE ROAD OVER I-69	DECK PATCHING	0.000				CON	
ST. CLAIR	I-69		I-69 EB OVER CSX RAILROAD	DECK REPLACEMENT	0.000				CON	
ST. CLAIR	I-69		MICHIGAN ROAD OVER I-69	DECK REPLACEMENT	0.000				CON	
ST. CLAIR	I-69		I-69 WB OVER CSX RAILROAD	DECK REPLACEMENT	0.000				CON	
ST. CLAIR	I-69		I-69 EB OVER GTW RAILROAD	OVERLAY - DEEP	0.000				CON	
ST. CLAIR	I-69		MICHIGAN ROAD OVER I-69 WB	OVERLAY - DEEP	0.000				CON	
ST. CLAIR	I-94		I-94 WB OVER LAPEER ROAD	SUPERSTRUCTURE REPLACEMENT	0.000			CON		
ST. CLAIR	I-94		I-94 EB OVER LAPEER ROAD	SUPERSTRUCTURE REPLACEMENT	0.000			CON		
ST. CLAIR	I-94		I-69 WB OVER I-94	OVERLAY - SHALLOW	0.000			CON		
ST. CLAIR	I-94		I-69 EB OVER I-94	DECK REPLACEMENT	0.000			CON		
ST. CLAIR	I-94		RATTLE RUN ROAD OVER I-94	OVERLAY - DEEP	0.000					CON

# 2005-2009 ROAD & BRIDGE PROGRAM

## METRO BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE(COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
ST. CLAIR	I-94		ALLINGTON ROAD OVER I-94	OVERLAY - DEEP	0.000					CON
ST. CLAIR	I-94		MICHIGAN ROAD OVER I-94	OVERLAY - DEEP	0.000			CON		
ST. CLAIR	I-94		I-94 EB OVER PINE RIVER	OVERLAY - DEEP	0.000					CON
ST. CLAIR	I-94		I-94 WB OVER BELLE RIVER	DECK REPLACEMENT	0.000					CON
ST. CLAIR	I-94		I-94 EB OVER BELLE RIVER	DECK REPLACEMENT	0.000					CON
ST. CLAIR	I-94		I-94 TO I-96 WB OVER I-94	OVERLAY - DEEP	0.000			CON		
ST. CLAIR	I-94		I-94 WB OVER PINE RIVER	OVERLAY - DEEP	0.000					CON
ST. CLAIR	I-94		RAVENSWOOD ROAD OVER I-94	OVERLAY - DEEP	0.000			CON		
ST. CLAIR	I-94		MELDRUM ROAD OVER I-94	OVERLAY - DEEP	0.000			CON		
ST. CLAIR	I-94		CHURCH ROAD OVER I-94	OVERLAY - DEEP	0.000			CON		
ST. CLAIR	I-94		MEISNER ROAD OVER I-94	OVERLAY - DEEP	0.000			CON		
ST. CLAIR	I-94		WADHAM ROAD OVER I-94	DECK REPLACEMENT	0.000					CON
ST. CLAIR	I-94		I-94 WB OVER M-25	SUPERSTRUCTURE REPLACEMENT	0.100		CON			
ST. CLAIR	I-94		I-94 EB OVER M-25	SUPERSTRUCTURE REPLACEMENT	0.100		CON			
ST. CLAIR	M-19		M-19 OVER PINE RIVER	DECK REPLACEMENT	0.000				CON	
ST. CLAIR	M-19		M-19 OVER COWHEY CREEK	BRIDGE REPLACEMENT	0.000				CON	
ST. CLAIR	M-19		M-19 OVER MILL CREEK	BRIDGE REPLACEMENT	0.000				CON	
ST. CLAIR	M-19		M-19 OVER SULLIVAN DRAIN	OVERLAY - EPOXY	0.000				CON	
ST. CLAIR	M-19		M-19 OVER EMMETT DRAIN	OVERLAY - EPOXY	0.000				CON	
ST. CLAIR	M-19 (Memphis Ridge Road) M		M-19 OVER BELLE RIVER	BRIDGE REPLACEMENT	0.100	CON				
WAYNE	I-75		RUSSELL STREET OVER I-75 CONNECTOR TO M-3	DECK REPLACEMENT	0.001		CON			
WAYNE	I-75		GIBALTAR ROAD OVER I-75	PAINTING COMPLETE	0.000					CON
WAYNE	I-75		I-75 OVER NORTH HURON RIVER DRIVE	OVERLAY - DEEP	0.000					CON
WAYNE	I-75		CASS AVENUE OVER I-75	DECK REPLACEMENT	0.001		CON			
WAYNE	I-75		SIBLEY ROAD OVER I-75	REPLACE BRIDGE, ADD LANES	0.001	CON				
WAYNE	I-75		I-75 NB OVER NORTH LINE ROAD	DECK PATCHING	0.000				CON	
WAYNE	I-75		I-75 SB OVER ALLEN ROAD	OVERLAY - EPOXY	0.000				CON	
WAYNE	I-75		I-75 NB OVER ALLEN ROAD	OVERLAY - EPOXY	0.000				CON	
WAYNE	I-75		I-75 SB OVER EUREKA ROAD	OVERLAY - SHALLOW	0.000				CON	
WAYNE	I-75		I-75 NB OVER EUREKA ROAD	OVERLAY - SHALLOW	0.000				CON	
WAYNE	I-75		PENNSYLVANIA ROAD OVER I-75	MISCELLANEOUS REHABILITATION	0.000				CON	
WAYNE	I-75		I-75 SB OVER NORTH LINE ROAD	OVERLAY - DEEP	0.000				CON	
WAYNE	I-75		I-75 SB OVER US-24 CONNECTOR	OVERLAY - SHALLOW	0.000				CON	
WAYNE	I-75		I-75 SB OVER VAN HORN ROAD	SUPERSTRUCTURE REPLACEMENT	0.000				CON	
WAYNE	I-75		I-75 NB OVER VAN HORN ROAD	SUPERSTRUCTURE REPLACEMENT	0.000				CON	
WAYNE	I-75		I-75 SB OVER GTW RAILROAD	SUPERSTRUCTURE REPLACEMENT	0.000				CON	
WAYNE	I-75		I-75 NB OVER GTW RAILROAD	SUPERSTRUCTURE REPLACEMENT	0.000				CON	
WAYNE	I-75 (Fisher Freeway)		I-75 SB OVER M-10	PAINTING COMPLETE	0.000		CON			

# 2005-2009 ROAD & BRIDGE PROGRAM

## METRO BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE(COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
WAYNE	I-75 (Fisher Freeway)		M-85 SB OVER I-75 NB	BRIDGE REPLACEMENT	0.001		CON			
WAYNE	I-75 (Fisher Freeway)		I-75 SB OVER I-96 WB	DECK REPLACEMENT	0.300	CON				
WAYNE	I-75 (Chrysler Freeway)		DEQUINDRE U-TURN OVER I-75	DECK REPLACEMENT	0.002			CON		
WAYNE	I-75 (Chrysler Freeway)		CANIFF AVENUE AND TURN OVER I-75	DECK REPLACEMENT	0.002			CON		
WAYNE	I-75 (Chrysler Freeway)		WARREN ENT TO I-75 OVER I-75 NB TO E & W TURN RDWY	DECK REPLACEMENT	0.002			CON		
WAYNE	I-75 (Fisher Freeway)		SPRUCE STREET WALKOVER OVER M-10	PAINTING COMPLETE	0.000		CON			
WAYNE	I-75 (Chrysler Freeway)		CANFIELD AVENUE OVER I-75	DECK REPLACEMENT	0.002			CON		
WAYNE	I-75 (Chrysler Freeway)		MACK AVENUE OVER I-75	DECK REPLACEMENT	0.002			CON		
WAYNE	I-75 (Fisher Freeway)		WILKINS STREET AND RAMP OVER I-75	DECK REPLACEMENT	0.300	CON				
WAYNE	I-75 (Chrysler Freeway)		I-75 RAMP WB TO SB OVER RAMP TO WB I-96	DECK REPLACEMENT	0.300	CON				
WAYNE	I-75 (Chrysler Freeway)		M-3 TO I-375 SOUTH RAMP OVER I-75	SUBSTRUCTURE REPAIR	0.002			CON		
WAYNE	I-75 (Chrysler Freeway)		M-3 CONNECTOR OVER I-75 AND I-375	PAINTING COMPLETE	0.002			CON		
WAYNE	I-75 (Chrysler Freeway)		M-3 CONNECTOR OVER I-75 AND I-375	PAINTING COMPLETE	0.002			CON		
WAYNE	I-75 (Chrysler Freeway)		I-75 SOUTHEAST TURN ROAD OVER I-375	PAINTING COMPLETE	0.002			CON		
WAYNE	I-75 (Chrysler Freeway)		CLAY AVENUE OVER I-75	DECK REPLACEMENT	0.000			CON		
WAYNE	I-75 (Chrysler Freeway)		I-94 WB TO SB RAMP OVER I-94 EB TO I-75 NB RAMP	DECK REPLACEMENT	0.000			CON		
WAYNE	I-75		I-75 CONNECTOR SB OVER I-75	OVERLAY - SHALLOW	0.000			CON		
WAYNE	I-75 (Chrysler Freeway)		WARREN AVENUE OVER I-75	DECK REPLACEMENT	0.000			CON		
WAYNE	I-75		I-75 CONNECTOR NB OVER I-75	OVERLAY - SHALLOW	0.000			CON		
WAYNE	I-75 (Fisher Freeway)		I-75 NB OVER M-10	PAINTING COMPLETE	0.000		CON			
WAYNE	I-75 (Chrysler Freeway)		COMMER AVENUE OVER I-75	DECK REPLACEMENT	0.000			CON		
WAYNE	I-75		M-1 (WOODWARD AVENUE) OVER I-75	DECK REPLACEMENT	0.001	CON				
WAYNE	I-75		M-102 EB SERVICE ROAD OVER I-75	OVERLAY - DEEP	0.000			CON		
WAYNE	I-75		MARKET STREET WALKOVER OVER M-3 CONNECTOR TO I-75	SUPERSTRUCTURE REPAIR	0.001		CON			
WAYNE	I-75		M-102 WB SERVICE ROAD OVER I-75	OVERLAY - DEEP	0.000			CON		
WAYNE	I-94		US-12 (MICHIGAN AVENUE) OVER I-94	MISCELLANEOUS BRIDGE	0.001		CON			
WAYNE	I-94		LONYO AVENUE OVER I-94	DECK REPLACEMENT	0.000		CON			
WAYNE	I-94		GTW & CONRAIL OVER I-94	PAINTING COMPLETE	0.000			CON		
WAYNE	I-94		TRUMBULL AVENUE OVER I-94	SUPERSTRUCTURE REPLACEMENT	0.000			CON		
WAYNE	I-94		CSX RAILROAD OVER I-94	SUBSTRUCTURE REPAIR	0.000			CON		
WAYNE	I-94		NB WEST GRAND BOULEVARD OVER I-94	DECK REPLACEMENT	0.000			CON		
WAYNE	I-94		I-94 TO WEST GRAND BOULEVARD OVER OPEN AREA	DECK REPLACEMENT	0.000			CON		
WAYNE	I-94		SB WEST GRAND BOULEVARD OVER I-94	DECK REPLACEMENT	0.000			CON		
WAYNE	I-94		CONRAIL OVER I-94	SUBSTRUCTURE REPAIR	0.000			CON		
WAYNE	I-94		I-94 EB OVER WAYNE ROAD	SUBSTRUCTURE REPAIR	0.001	CON				
WAYNE	I-94		I-94 WB OVER ECORSE CREEK	BRIDGE REPLACEMENT	0.000			CON		
WAYNE	I-94		WEST GRAND BOULEVARD U-TURN OVER OPEN AREA	OVERLAY - DEEP	0.000			CON		
WAYNE	I-94		I-94 EB OVER ECORSE CREEK	BRIDGE REPLACEMENT	0.000			CON		

# 2005-2009 ROAD & BRIDGE PROGRAM

## METRO BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE(COMMON NAME)	P. F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
WAYNE	I-96 (Jeffries Freeway)		MEYERS ROAD OVER I-96	OVERLAY - DEEP	2530	CON				
WAYNE	I-96 (Jeffries Freeway)		GRAND RIVER AVENUE OVER I-96	DECK REPLACEMENT	2530	CON				
WAYNE	I-96 (Jeffries Freeway)		GRAND RIVER AVENUE LEFT TURN (M-5) OVER I-96	DECK REPLACEMENT	2530	CON				
WAYNE	I-96 (Jeffries Freeway)		TURN RDMY 4TH LEVEL OVER CSX RR & 3RD LEVEL T RD	SUBSTRUCTURE REPAIR	2530	CON				
WAYNE	I-96 (Jeffries Freeway)		TURN RDMY 3RD LEVEL OVER CSX RAILROAD AND I-96	SUBSTRUCTURE REPAIR	2530	CON				
WAYNE	I-96 (Jeffries Freeway)		I-96 RAMP OVER LAND	SUBSTRUCTURE PATCHING	2530	CON				
WAYNE	I-96 (Jeffries Freeway)		I-96 RAMP NB TO EB OVER M-39 RAMP AND E SERVICE RD	SUBSTRUCTURE PATCHING	2530	CON				
WAYNE	I-96 (Jeffries Freeway)		I-96 WB COLLECTOR OVER M-39	OVERLAY - DEEP	2530	CON				
WAYNE	I-96 (Jeffries Freeway)		I-96 EB MAIN ROADWAY OVER M-39	OVERLAY - DEEP	2530	CON				
WAYNE	I-96 (Jeffries Freeway)		I-96 EB COLLECTOR OVER M-39	OVERLAY - DEEP	2530	CON				
WAYNE	I-96 (Jeffries Freeway)		U-TURN SERVICE ROAD OVER M-39	SUBSTRUCTURE PATCHING	2530	CON				
WAYNE	I-96 (Jeffries Freeway)		WB TO SB TURN RDMY OVER 3RD LEVEL TURN RDMY	SUBSTRUCTURE PATCHING	2530	CON				
WAYNE	I-96 (Jeffries Freeway)		TURN RDMY EB TO SB OVER WB AND U-TURN SERVICE ROAD	SUBSTRUCTURE PATCHING	2530	CON				
WAYNE	I-96 (Jeffries Freeway)		ON RAMP AT GREENFIELD OVER LAND	JOINT REPLACEMENT	2530	CON				
WAYNE	I-96 (Jeffries Freeway)		WB TO NB TURN RDMY OVER CSX RR AND FULLERTON AVE	SUBSTRUCTURE PATCHING	2530	CON				
WAYNE	I-96 (Jeffries Freeway)		SB TO WB TURN RDMY OVER CSX RR AND FULLERTON AVE	SUBSTRUCTURE PATCHING	2530	CON				
WAYNE	I-96 (Jeffries Freeway)		MANFIELD WALKOVER OVER I-96 AND C&O RAILROAD	PAINTING COMPLETE	2530	CON				
WAYNE	I-96 (Jeffries Freeway)		GREENFIELD ROAD OVER I-96 AND CSX RAIL ROAD	PIN & HANGER REPLACEMENT	2530	CON				
WAYNE	I-96 (Jeffries Freeway)		WARREN AVENUE ENTRANCE RAMP OVER I-96 RAMP	OVERLAY - SHALLOW	0200	CON				
WAYNE	I-96 (Jeffries Freeway)		WARREN AVENUE EXIT RAMP OVER I-96 RAMP	DECK REPLACEMENT	0200	CON				
WAYNE	I-96 (Jeffries Freeway)		US-12 OVER I-96	DECK REPLACEMENT	0050	CON				
WAYNE	I-96 (Jeffries Freeway)		I-94 EB RAMP TO I-96 WB OVER I-94	DECK REPLACEMENT	0200	CON				
WAYNE	I-96 (Jeffries Freeway)		I-96 OVER RAMP TO I-94	DECK REPLACEMENT	0200	CON				
WAYNE	I-96 (Jeffries Freeway)		I-96 OVER RAMP FROM I-94	DECK REPLACEMENT	0200	CON				
WAYNE	I-96 (Jeffries Freeway)		WEST GRAND BOULEVARD AND TIREMAN OVER I-96	OVERLAY - DEEP	0200	CON				
WAYNE	I-96 (Jeffries Freeway)		I-94 WB RAMP TO I-96 EB OVER I-94	DECK REPLACEMENT	0200	CON				
WAYNE	I-96 (Jeffries Freeway)		ROOSEVELT WALKOVER OVER I-96	PAINTING COMPLETE	0200	CON				
WAYNE	I-96 (Jeffries Freeway)		CONRAIL RAILROAD OVER I-96	PAINTING COMPLETE	0003	CON				
WAYNE	I-96 (Jeffries Freeway)		SCOTTEN AVENUE OVER I-96	SUBSTRUCTURE REPAIR	0200	CON				
WAYNE	I-96 (Jeffries Freeway)		US-12 EB CONNECTOR OVER I-96 NB	DECK REPLACEMENT	0200	CON				
WAYNE	I-96 (Jeffries Freeway)		GTW RAILROAD OVER I-96	PAINTING COMPLETE	0003	CON				
WAYNE	I-96 (Jeffries Freeway)		SELDEN AVENUE WALKOVER OVER I-96	DECK REPLACEMENT	0003	CON				
WAYNE	I-96 (Jeffries Freeway)		MAPLEWOOD AVENUE OVER I-96	MISCELLANEOUS BRIDGE	0003	CON				
WAYNE	I-96 (Jeffries Freeway)		OFF RAMP AT GREENFIELD OVER LAND	JOINT REPLACEMENT	2530	CON				
WAYNE	I-96 (Jeffries Freeway)		WARREN AVENUE OVER I-96	DECK REPLACEMENT	0207	CON				
WAYNE	I-96 (Jeffries Freeway)		WARREN AVENUE ENTRANCE RAMP OVER I-96 RAMP	OVERLAY - SHALLOW	0207	CON				
WAYNE	I-96 (Jeffries Freeway)		I-96 WB MAIN ROADWAY OVER M-39	OVERLAY - SHALLOW	2530	CON				
WAYNE	I-96 (Jeffries Freeway)		WARREN AVENUE EXIT RAMP OVER I-96 RAMP	DECK REPLACEMENT	0207	CON				



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## METRO BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE(COMMON NAME) P.F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
WAYNE	I-96 (Jeffries Freeway)	TURNING ROADWAY 3RD LEVEL OVER I-96	SUBSTRUCTURE REPAIR	2530	CON				
WAYNE	I-96 (Jeffries Freeway)	I-96 OVER I-94	DECK REPLACEMENT	0200	CON				
WAYNE	I-96 (Jeffries Freeway)	HUBBELL AVENUE OVER I-96	SUBSTRUCTURE REPAIR	2530	CON				
WAYNE	I-96 (Jeffries Freeway)	I-96 WB TO I-94 WB RAMP OVER I-96 AND RAMP	DECK REPLACEMENT	0200	CON				
WAYNE	I-96	OAKMAN BOULEVARD EB OVER I-96	DECK REPLACEMENT	0000				CON	
WAYNE	I-96	OAKMAN BOULEVARD WB OVER I-96	DECK PATCHING	0000				CON	
WAYNE	I-96	WB DAVISON TO EB I-96 OVER I-96	DECK REPLACEMENT	0000				CON	
WAYNE	I-96	LIVERNOIS AVENUE LEFT TURN OVER I-96	DECK REPLACEMENT	0000				CON	
WAYNE	I-96	I-96 RAMP OVER WB SERVICE ROAD	SUBSTRUCTURE REPAIR	2530	CON				
WAYNE	I-96	CSX RAILROAD OVER I-96	PAINTING COMPLETE	2530	CON				
WAYNE	I-96	I-96 WB COLLECTOR OVER M-8	MISCELLANEOUS BRIDGE	2530	CON				
WAYNE	I-96	GRAND RIVER AVENUE OVER I-96	DECK REPLACEMENT	0000				CON	
WAYNE	I-96	ELMHURST AVENUE OVER I-96	DECK REPLACEMENT	0000				CON	
WAYNE	I-96	FULLERTON AVENUE OVER I-96	OVERLAY - EPOXY	0000				CON	
WAYNE	I-96	M-8 WB TO I-96 EB RAMP OVER M-8	DECK REPLACEMENT	0000				CON	
WAYNE	I-96	JOY ROAD OVER I-96	DECK REPLACEMENT	0428	CON				
WAYNE	I-96	CONRAIL RAILROAD SPUR OVER I-96	SUBSTRUCTURE PATCHING	2530	CON				
WAYNE	I-96	CONRAIL RAILROAD OVER I-96	PAINT - SPOT	2530	CON				
WAYNE	I-96	U-TURN NORTH OF GRAND RIVER AVENUE OVER I-96	DECK REPLACEMENT	0000				CON	
WAYNE	I-96	LIVERNOIS AVENUE OVER I-96	DECK REPLACEMENT	0000				CON	
WAYNE	I-96	I-96 (JEFFRIES) OVER M-8	MISCELLANEOUS BRIDGE	2530	CON				
WAYNE	I-96	WYOMING AVENUE OVER I-96	OVERLAY - DEEP	2530	CON				
WAYNE	I-96	SCHAEFER ROAD OVER I-96	OVERLAY - DEEP	2530	CON				
WAYNE	I-96	FULLERTON AVENUE OVER I-96	SUBSTRUCTURE REPAIR	2530	CON				
WAYNE	I-96	I-96 RAMP OVER LAND	SUBSTRUCTURE REPAIR	2530	CON				
WAYNE	I-96	I-96 RAMP OVER EB SERVICE ROAD	OVERLAY - DEEP	2530	CON				
WAYNE	I-96	U-TURN SERVICE ROAD OVER M-39	SUBSTRUCTURE PATCHING	2530	CON				
WAYNE	I-96	WB TO SB TURN RDWY OVER 3RD LEVEL TURN RDWY	DECK REPLACEMENT	2530	CON				
WAYNE	I-96	TURN RDWY EB TO SB OVER WB AND U-TURN SERVICE ROAD	SUBSTRUCTURE PATCHING	2530	CON				
WAYNE	I-96	TURN RDWY 3RD LEVEL OVER CSX RAILROAD AND I-96	SUBSTRUCTURE REPAIR	2530	CON				
WAYNE	I-96	MANFIELD WALKOVER OVER I-96 AND C&O RAILROAD	DECK PATCHING	2530	CON				
WAYNE	I-96	MENDOTA WALKOVER OVER I-96	DECK REPLACEMENT	2530	CON				
WAYNE	I-96	SORENTO WALKOVER OVER I-96	PAINTING COMPLETE	2530	CON				
WAYNE	M-10	WASHINGTON STREET OVER M-10	DECK REPLACEMENT	0000	CON				
WAYNE	M-10	MARTIN LUTHER KING BOULEVARD OVER M-10	SUPERSTRUCTURE REPLACEMENT	0001	CON				
WAYNE	M-10 (Lodge Freeway)	M-10 RAMP OVER JEFFERSON AVENUE	DECK REPLACEMENT	0000		CON			
WAYNE	M-10 (Lodge Freeway)	NB TO WB DAVISON OVER M-10 SB	DECK REPLACEMENT	0000			CON		
WAYNE	M-10 (Lodge Freeway)	MARGARETA AVENUE WALKOVER OVER M-10	PAINTING COMPLETE	0000			CON		

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COUNTY	ROUTE(COMMON NAME)	P. F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
WAYNE	M-10 (Lodge Freeway)		NORTHAVIN AVENUE WALKOVER OVER M-10	PAINTING COMPLETE	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		TULLER AVENUE WALKOVER OVER M-10	BRIDGE REPLACEMENT	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		MUJRLAND AVENUE WALKOVER OVER M-10	PAINTING COMPLETE	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		LOG CABIN AVENUE WALKOVER OVER M-10	BRIDGE REPLACEMENT	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		HIGHLAND AVENUE WALKOVER OVER M-10	PAINTING COMPLETE	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		GREENFIELD ROAD LEFT TURN OVER M-10	DECK REPLACEMENT	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		FORD AVENUE WALKOVER OVER M-10	BRIDGE REPLACEMENT	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		M-102 WB SERVICE ROAD OVER M-10	SUBSTRUCTURE REPAIR	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		7 MILE ROAD OVER M-10	DECK REPLACEMENT	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		OUTER DRIVE WB OVER M-10	DECK REPLACEMENT	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		OUTER DRIVE EB OVER M-10	DECK REPLACEMENT	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		M-102 EB SERVICE ROAD OVER M-10	SUBSTRUCTURE REPAIR	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		MYERS ROAD TURNAROUND OVER M-10	DECK REPLACEMENT	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		GLADSTONE AVENUE WALKOVER OVER M-10	BRIDGE REPLACEMENT	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		MONTEREY AVENUE WALKOVER OVER M-10	PAINTING COMPLETE	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		MYERS ROAD OVER M-10	SUBSTRUCTURE REPAIR	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		PURITAN AVENUE OVER M-10	DECK REPLACEMENT	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		ALDEN AVENUE WALKOVER OVER M-10	PAINTING COMPLETE	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		GLENDAL AVENUE OVER M-10	SUBSTRUCTURE REPLACEMENT	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		LIVERNOIS AVENUE OVER M-10	DECK REPLACEMENT	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		PEMBROKE AVENUE OVER M-10	DECK REPLACEMENT	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		WISCONSIN AVENUE WALKOVER OVER M-10	PAINTING COMPLETE	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		DEXTER BELDEN AVENUE OVER M-10	SUBSTRUCTURE REPLACEMENT	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		GREENLAWN AVENUE OVER M-10	JOINT REPLACEMENT	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		WYOMING AVENUE OVER M-10	PAINTING COMPLETE	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		M-10 NB OVER DAVISON (M-8)	SUBSTRUCTURE REPAIR	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		LINWOOD AVENUE OVER M-10	SUBSTRUCTURE PATCHING	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		M-8 WB (DAVISON) OVER M-10 SB	PAINTING COMPLETE	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		MCNIGHOL'S ROAD OVER M-10	DECK REPLACEMENT	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		M-8 EB (DAVISON) OVER M-10 SB	PAINTING COMPLETE	0.000			CON		
WAYNE	M-10 (Lodge Freeway)		VASSAR DRIVE OVER M-10	MISCELLANEOUS BRIDGE	0.000			CON		
WAYNE	M-14		M-14 EB OVER SHELTON ROAD	PAINTING COMPLETE	0.000		CON			
WAYNE	M-14		RAMP A (WB) OVER M-14	PAINTING COMPLETE	0.000		CON			
WAYNE	M-14		RAMP B (EB) OVER M-14	PAINTING COMPLETE	0.000		CON			
WAYNE	M-14		M-14 WB OVER SHELTON ROAD	PAINTING COMPLETE	0.000		CON			
WAYNE	M-14		RIDGE ROAD OVER M-14	PAINTING COMPLETE	0.000		CON			
WAYNE	M-14		NORTH TERRITORIAL ROAD OVER M-14	PAINTING COMPLETE	0.000		CON			
WAYNE	M-14		C&O RAILROAD OVER M-14	PAINTING - ZONE	0.000		CON			

## METRO BRIDGE - REPLACEMENT AND REHABILITATION

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METRO BRIDGE - REPLACEMENT AND REHABILITATION										
COUNTY	ROUTE (COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
WAYNE	US-24 (Telegraph Road)		US-24 SB OVER HINES DRIVE	WIDEN/MAINT Lanes	0.001		CON			
WAYNE	US-24 (Telegraph Road)		US-24 NB OVER MIDDLE ROUGE RIVER	SUPERSTRUCTURE REPLACEMENT	0.001		CON			
WAYNE	US-24 (Telegraph Road)		US-24 OVER SILVER CREEK	BRIDGE REPLACEMENT	0.100	CON				
					26.094					

# 2005-2009 ROAD & BRIDGE PROGRAM

METRO		NOISE ABATEMENT									
COUNTY	ROUTE(COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009	
MACOMB	I-94 (Ford Fwy)		I-94 EB FROM STEPHENS TO 10 MILE	ROADSIDE FACILITIES - NEW ROUTES	0.520		CON				
					0.520						

# 2005-2009 ROAD & BRIDGE PROGRAM

## METRO REPAIR AND REBUILD ROADS

COUNTY	ROUTE(COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
MACOMB	I-696 (W P Reuther Fwy)		M-97 TO I-94	RESTORATION AND REHABILITATION	2740					CON
MACOMB	I-94	PF	MASONIC TO JOY	RESURFACE	6830			CON		
MACOMB	I-94		JOY TO M-29	RESURFACE	4853			CON		
MACOMB	M-29 (23 Mile Road)		I-94 TO BAKER	RECONSTRUCTION	2740				CON	
MACOMB	M-3 NB (Gratiot Avenue)		REMIK TO SANDPIPER	RESURFACE	3037			CON		
MACOMB	M-3 SB (Gratiot Avenue)		CLINTON TO SANDPIPER	RESURFACE	2364			CON		
MACOMB	M-3 SB (Gratiot Avenue)		WELLINGTON TO SUNNVIEW	RESURFACE	1679			CON		
MACOMB	M-53		24 MILE ROAD TO 27 MILE ROAD	RESURFACE	3268					CON
OAKLAND	I-75		8 MILE ROAD TO 12 MILE ROAD	RESURFACE	4340				CON	
OAKLAND	M-1 (Woodward Ave)		WINCHESTER TO ADAMS CTJUEWELL	RESURFACE	0960		CON			
OAKLAND	M-1 (WOODWARD AVE )	PF	BIG BEAVER TO AND INCLUDING THE WIDETRAK LOOP	RESURFACE	8106			CON		
OAKLAND	M-10 (Northwestern Highway)		M-102 TO M-39	RECONSTRUCTION	1746			CON		
OAKLAND	M-10	PF	M-39 TO LAHSER	RECONSTRUCTION	2790			CON		
OAKLAND	M-10 (Northwestern Highway)		LAHSER TO BECK	RECONSTRUCTION	2264		CON			
OAKLAND	US-24 (Telegraph Road)		ORCHARD LAKE TO ELIZABETH LAKE	RESTORATION AND REHABILITATION	1822	CON				
OAKLAND	US-24 BR. (CASS AVENUE)		WOODWARD AVENUE TO CESAR CHAVEZ AVENUE	RESURFACE	1183					CON
OAKLAND	US-24 BR. (Square Lake Rd)		US-24 TO COLDSRING	RESURFACE	1333					CON
ST. CLAIR	I-69		TAYLOR TO RANGE ROAD	RESURFACE	3750				CON	
ST. CLAIR	I-94		ALLINGTON TO SIGRATIOT INTERCHANGE	RESTORATION AND REHABILITATION	6900					CON
ST. CLAIR	I-94	PF	GRATIOT TO GTW RAILROAD	RESTORATION AND REHABILITATION	4216		CON			
ST. CLAIR	I-94 BL		DOVE TO BLACK RIVER	RESURFACE	1960	CON				
ST. CLAIR	I-94 BL (Gratiot Avenue)		I-94/I-94 BL INTERCHANGE TO RANGE ROAD	RECONSTRUCTION	0420		CON			
ST. CLAIR	I-94 EB		ADAIR REST AREA	ROADSIDE FACILITIES - PRESERVE	0000		CON			
ST. CLAIR	M-136 (Gishaw/ Beard)		KINGSLEY TO KEENWADIN	RESURFACE	6203			CON		
ST. CLAIR	M-154		SOUTH CHANNEL ROAD TO BATES HIGHWAY	RESURFACE	2578			CON		
ST. CLAIR	M-154		FERRY DOCK TO SOUTH CHANNEL ROAD	RESURFACE	3620		CON			
ST. CLAIR	M-19 (Memphis Ridge Road/ Kil)		ASHERY CREEK TO N BRYCE ROAD	RESURFACE	9213	CON				
ST. CLAIR	M-19 (Avoca Road)		KILGORE TO M-19 THEN TO SOUTH CITY LIMITS OF YALE	RESURFACE	10181				CON	
ST. CLAIR	M-29		BROADWAY TO CHARTIER	RESURFACE	1260	CON				
WAYNE	I-275		WESTLAND REST AREA	ROADSIDE FACILITIES - PRESERVE	0942					CON
WAYNE	I-275		NORTHLINE ROAD TO KING ROAD	ROADSIDE FACILITIES - PRESERVE	0000		CON			
WAYNE	I-75		GIBRALTER TO TOLEDO DIX	RECONSTRUCTION	4204				CON	
WAYNE	I-75		SOUTHWAYNE COUNTY LINE TO GIBRALTER	RECONSTRUCTION	2566					CON
WAYNE	I-94 MB		AT THE BELLEVILLE REST AREA	ROADSIDE FACILITIES - PRESERVE	0447		CON			
WAYNE	I-96 (Jeffries Freeway)		SCHAEFER TO ROOSEVELT	RESURFACE	4987	CON				
WAYNE	I-96 (Jeffries Freeway)		I-75 TO WARREN AVENUE	RECONSTRUCTION	1040	CON				
WAYNE	I-96		M-39 TO GRAND RIVER	RECONSTRUCTION	2870	CON				
WAYNE	I-96 (Jeffries Freeway)		WARREN AVENUE TO ROOSEVELT	RECONSTRUCTION	0944	CON				

# 2005-2009 ROAD & BRIDGE PROGRAM

METRO	COUNTY	ROUTE (COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
	WAYNE	M-1 (Woodward Avenue)		TUXEDO TO I-94	RESURFACE	2,321					CON
	WAYNE	M-1 (Woodward Avenue)		I-94 TO SOUTH OF ADAMS	RESURFACE	2,069				CON	
	WAYNE	M-14		WESTWAYNE COUNTY LINE TO SHELDON	RECONSTRUCTION	3,859		CON			
	WAYNE	M-153 (Ford Road)		MERCURY TO US-12	RECONSTRUCTION	2,550		CON			
	WAYNE	M-153 (Ford Road)	PF	ARCOLA TO VERNON	RESURFACE	1,850	CON				
	WAYNE	M-3 (Randolph/Graley)	PF	MONROE TO ST ALBIN	RESURFACE	1,227	CON				
	WAYNE	M-39 (SOUTHFIELD FREEWAY)		MC NICHOLS TO M-10	RESURFACE	3,221					CON
	WAYNE	M-39 (SOUTHFIELD ROAD)		PORTER TO PINECREST	RECONSTRUCTION	2,400					CON
	WAYNE	M-8 (Davison Avenue)		OAKLAND AVENUE TO CONANT	RESURFACE	1,432					CON
	WAYNE	M-85 (Fort Street)	PF	GODDARD TO SCHAEFER	RESURFACE	4,097	CON				
	WAYNE	M-85 (Fort Street)	PF	SIBLEY TO GODDARD	RECONSTRUCTION	3,870		CON			
	WAYNE	US-12 (Michigan Avenue)		OUTER DRIVE TO WEST OF EVERGREEN	RESTORATION AND REHABILITATION	2,029					CON
	WAYNE	US-12 (Michigan Avenue)		CASS TO GRISWOLD	RESURFACE	6230		CON			
	WAYNE	US-12 (Michigan Avenue)		4TH STREET TO HENRY RUFF	RESTORATION AND REHABILITATION	2,041		CON			
	WAYNE	US-12 WB (Michigan Avenue)		4TH STREET TO HEYWOOD	RECONSTRUCTION	6,851			CON		
	WAYNE	US-24 (Telegraph Road)		JOY TO PLYMOUTH	RESURFACE	6,920	CON				
	WAYNE	US-24 (Telegraph Road)		M-153 TO JOY	RESURFACE	2,159		CON			
	WAYNE	US-24 (Telegraph Road)		FORDSON TO M-153	RESURFACE	1,361		CON			
	WAYNE	US-24	PF	PENNSYLVANIA TO I-75 CONNECTOR	RESURFACE	6,620	CON				
						159,461					

# 2005-2009 Five-Year Transportation Program

## Expanding the System

Although MDOT's main focus has been on preserving the system in order to meet non-freeway and freeway system goals for having our infrastructure in good condition by 2007 and our bridges in good condition by 2008, MDOT acknowledges the need to expand our system to accommodate growth and expansion in our state and relieve congestion on our freeways. MDOT has developed and supports several programs to expand our system in a way that is fiscally responsible and addresses the needs of our infrastructure.

The Transportation Economic Development Fund (TEDF) program supports economic development opportunities throughout our state. TEDF investments will support Michigan's target industries and help relieve urban congestion. Investment in highway capacity improvements and new roads are critical to our states economic viability, and necessary to provide a safe transportation system to the motoring public.

The Highway Capacity Improvements and New Roads Program is a \$256 million dollar program aimed at relieving congestion. The major highway projects to be let to contract in 2005 include:

- I-75 at Ambassador Bridge, a freeway reconstruction, widening and bridge replacement project
- Constructing a new interchange on I-96 at 36<sup>th</sup> Street in Grand Rapids, and
- Constructing a new interchange and bridge on I-696 at Franklin Road in Oakland County.

The Michigan Rail Loan Assistance Program (MRLAP) will continue in Fiscal Year 2005. The MRLAP is a revolving fund and is designed to help preserve and improve Michigan's rail freight infrastructure by awarding non-interest bearing loans to fund eligible rail infrastructure improvement projects.

Facility improvements to various intermodal stations and airport terminals throughout the state are also included in the Fiscal Year 2005 Transportation Program.

The following pages provide greater detailed information about the above mentioned programs. The Highway Capacity Improvements and New Roads Programs and the Multi-Modal facility improvements are organized by MDOT regions.

There is a project list at the end of each region's narrative for the **road and bridge projects**. This list includes the projects for "Expanding the System." The lists are organized first by project type, then by county, and then by route.



Since the phases involved in capacity improvements and new roads can take several years to complete, the project lists detail the following phases:

- **EPE** – early preliminary engineering, which includes preliminary corridor location work, alternative determination, and environmental clearance
- **PE** – preliminary engineering, which includes design work
- **ROW** – right-of-way acquisition
- **CON** – construction

## **Transportation Economic Development Fund Program (TEDF)**

While it is typical to plan and fund transportation projects five years in advance, the Transportation Economic Development Funds (TEDF) is a mechanism that allows MDOT the ability to respond quickly to economic development opportunities. The fund provides a means for state government, local agencies, and business to work together to meet the urgent demands placed upon the transportation system throughout the state. Between 2006 and 2010 the TEDF, Category A (Target Industries) Program will be responsive to specific development opportunities that attract private investment and create or retain Michigan jobs.

Examples of recent TEDF State Trunkline investments include the reconstruction of cross-overs and pavement milling, and resurfacing of Fort Street/M-85 between Schaefer and Oakwood in the City of Detroit and the intersection and other improvements to Lapeer Road/M-24 at the intersection with Brown Road in Oakland County. MDOT's Metro Region will perform major repairs on Fort Street/M-85 in support of Marathon Ashland Petroleum, LLC expansion plans. The expansion project will increase plant output and comply with the new environmental regulations. Without these improvements, the facility will face closure and Michigan will face the loss of the last remaining refinery in the state. Marathon Ashland will invest nearly \$303 million in the facility and retain 302 employees. The proposed cost of transportation improvements is \$1,026,900 including \$821,520 in state TEDF funds and \$205,380 (20 percent) in MDOT Metro Region funds.

The Lapeer Road/M-24 improvements will be performed by the Road Commission of Oakland County. The extension of Dutton Road to meet Brown Road at M-24 prompted the decision of Atlas-Copco, an industrial tool manufacturer, to relocate and expand in the area. Atlas-Copco will invest \$4,640,000 and create 25 new positions. Two other companies, Delphi Corporation and Faurecia Automotive Seating Inc. will also make major investments in the area, adding another 335 jobs. The proposed cost of transportation improvements is \$1,816,751, including \$1,185,000 in state TEDF funds and \$631,751 (35 percent) in matching funds from Oakland County.



## Multi-Modal Facility Improvements

The **Midwest Regional Rail System (MWRRS)** reflects a fundamental change in the delivery of intercity passenger rail service in the Midwest, primarily using existing rail rights-of-way shared with freight and commuter rail to provide increased train speeds, frequency, system connectivity and service reliability. The MWRRS, with Chicago as its hub, is a 3000-mile intercity passenger rail network serving 90 percent of the 60.3 million people living in the Midwest nine-state region. The MWRRS features a safe, reliable, comfortable and convenient service using modern trains traveling at speeds up to 110 mph to provide up to 10 daily round trips depending on the corridor. The system reduces travel time up to 50 percent, improves service reliability, expands regional travel services, improves passenger and freight train safety, and creates development opportunities.

In Michigan, this could result in up to nine daily round trips between Detroit and Chicago consisting of a mix of express and local service. Trains would travel at speeds up to 110 mph in the Detroit-Chicago corridor reducing travel times to approximately four hours. In addition, one daily round trip would be provided between Kalamazoo and Detroit and one daily round trip between Kalamazoo and Chicago. These would provide mid-Michigan communities early morning arrivals in Detroit and Chicago respectively. Service would also be upgraded from one to four daily round trips on the Grand Rapids-Chicago and Port Huron-Chicago routes. Feeder bus routes would compliment the intercity passenger rail service connecting communities from one to two hours away to selected rail stations by meeting several of the train departures and arrivals.

Regarding costs, the MWRRS is a major infrastructure project consisting of a total capital cost of \$7.7 billion (\$6.6 billion in infrastructure and \$1.1 billion in train equipment) extending over a 10-year period. Michigan's portion of this infrastructure investment would be \$1.1 billion. It is estimated that development of this system would create 2,000 permanent jobs and 8,000 construction jobs. At the same time, assuming the system becomes fully operational, the MWRRS would provide the potential for generating an additional \$2.6 billion in public/private sector benefits through improved and increased amenities in stations, and sound development and job growth in the vicinity of stations.

**The Michigan Rail Loan Assistance Program (MiRLAP)** is a self sustaining revolving (no interest) loan program to assist the rail industry to preserve and improve Michigan's rail infrastructure and contribute to the stability and growth of the state's business and industry. The loans are limited to one million dollars per project and can be used for track rehabilitation; bridge and culvert repair; new construction, transload facilities, and rail consolidation projects with a repayment period of up to ten years. The MiRLAP loans fund up to 90 percent of the rail portion of the project costs with at least a 10 percent funding match from the applicant. The application deadline for FY2005 call for projects is January 10, 2005.

A call for projects was held and six successful applicants were approved for contracts for interest free loans to improve and preserve Michigan's rail infrastructure. This resulted in four loans for a total of \$2.75 million.

**Aeronautics and Transit** facility improvements during FY2005 are mentioned on the following pages under the appropriate MDOT Region after the highway capacity improvement and new roads projects. It is important to note that most large scale transit projects are achieved using federal funds awarded directly to transit agencies via formula funds or annual congressional earmarks.

In many cases, several years of federal funding must be accumulated before a major project can begin. The manifestation of these projects reflects the diligent hard work of the local transit agencies and the federal and state agencies responsible for bringing quality services to the citizens of Michigan.

# **Highway Capacity Improvements and New Roads**

## **Superior Region**

The Superior Region continues to experience growth with its successful year-round tourism industry and the migration of Midwestern retirees heading to the Upper Peninsula in search of waterfront property. The very successful passing relief lane program will be continued to further alleviate congestion associated with trucks and recreational vehicles, with over 19 miles of passing relief lanes planned for the next five years. To better serve residents and the tourism industry, sanitary facilities at roadside rest areas continue to be improved, and as many rest areas as possible are being kept open year-round to better serve our winter tourists.

## **Major Roadway Improvements**

### **US-2 Relocation**

The region will be reconstructing and relocating 2.21 miles of US-2 between Crystal Falls and Iron River. Included in this project is a new passing and relief lane. The project involves: right of way acquisition, wetland mitigation, relocation of utilities, access management improvements and approach realignment within this segment.

### **I-75 Reconstruction**

Over 9 miles of I-75, from the Chippewa County Line to M-80 will be reconstructed. This is a high impact project that will include the reconstruction of two off-ramps and one bridge.

A one- mile section of I-75, beginning at US-2 and heading north, will be reconstructed. The project will entail the full reconstruction of NB and SB I-75 in St. Ignace, four northerly ramps at the I-75/US-2 interchange and two ramps at the Portage Street interchange.

### **US-2 Iron Mountain (fourth phase)**

A major reconstruction and widening project along US-2 in Iron Mountain will complete a four year corridor improvement effort. The final one-mile segment, stretching from Washington Street to Michigan Ave., will be reconstructed and expanded from four to five lanes. Construction is planned for 2005.

### **M-64 Bridge over the Ontonagon River**

A re-located fixed-bridge on a new alignment will be built, replacing the existing swing-bridge. A reevaluation of the environmental clearance document was approved in June 2004. This reevaluation was needed after the alignment changed due to environmental issues. The design and right of way acquisition were completed in 2004 and construction will take place in 2005 and 2006.

## **Aeronautics and Transit**

Construction of the new Aircraft Rescue and Fire Fighting storage building at **Sawyer International Airport** near Marquette will continue during FY2005.

The **Marquette County Transit Authority** is in the process of constructing a new transit facility. This facility will house administrative as well as operations and maintenance functions in a 66,000 square-foot facility. This project will be completed in FY2005.

**Schoolcraft County Public Transit** is relocating and constructing a new pole building structure to allow for extra administrative/dispatch space and vehicle storage. The project will be completed in FY2005.

## **North Region**

The North Region continues to provide quality transportation services for Michigan's highly successful year-round tourism industry. Preservation of the existing system remains a high priority. The effective passing relief lane program will be continued, with more than 25 miles of passing relief lanes planned for the next five years.

MDOT continues a strategy to address operational issues and remove congestion points, wherever possible, to ensure the smooth flow of traffic. The department also continues to address recreational and daily congestion problems in specific locations such as Alpena, Cadillac, Gaylord, Grayling, Petoskey and Traverse City.

## **Major Roadway Improvements**

### **M-72 from US-31 to Lautner Road, Grand Traverse County**

A traffic impact and a geometric design study were recently completed for this segment of M-72 in Grand Traverse County. The purpose of the studies were to determine future traffic increases generated by proposed new development, and evaluate design options to accommodate the high volume of left-turns at the M-72/US-31 intersection. No funds have been identified at this time for intersection improvements.

## **Aeronautics and Transit**

**Bay Area Transit Authority (BATA)** has received federal earmarks over the past several years to construct a transfer / administrative facility to be located in downtown **Traverse City**. The land has been acquired and construction is scheduled to begin during FY2005.



# 2005-2009 ROAD & BRIDGE PROGRAM

NORTH		CAPACITY IMPROVEMENT								
COUNTY	ROUTE (COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
GRAND TRAVERSE	IM-72		US-31 TO EAST OF LAUTNER ROAD	MISCELLANEOUS		EPE				
					0.000					

## **Grand Region**

In the Grand Region, project selection strategies focus on upgrading the system with an emphasis on freeway modernization, safety, and operational improvements. Recent economic expansion, and the resulting traffic growth, in this area has required that MDOT address system continuity needs of the freeway system by constructing the Grand Rapids South Beltline (M-6), designated as the **Paul B. Henry** freeway. M-6 is scheduled for completion by 2005.

## **Major Roadway Improvements**

### **M-6 (Paul B. Henry Freeway), I-96 to I-196, Kent County**

The construction of a 20-mile limited access freeway connecting I-96 and I-196 across the southern Grand Rapids metropolitan area is nearing completion. The eastern segment, from the I-96 interchange to M-37, was completed and opened to traffic in 2001. The remaining segments, from M-37 to US-131 and US-131 to I-196, were opened to traffic in late 2004, with completion of the remaining ramp movements anticipated in the Spring of 2005. A related component of this project, the widening of US-131 from 76th Street to 44th Street, is complete. Because of the great partnerships MDOT has developed with its stakeholders, the M-6 project is being completed four years ahead of schedule.

### **I-96 / 36th Street Interchange (I-96 Airport Area Access), Kent County**

A new I-96 interchange at 36th Street received environmental clearance April 2003. This interchange will connect I-96 to the 36th Street extension in Kent County near the Gerald R. Ford International Airport. This project also includes the reconstruction of I-96 between M-11 (28th street) and Thornapple River Drive. The design and right of way acquisition phases are nearly completed.

Freeway reconstruction and interchange construction activities are planned to begin in early 2005 and be completed in 2006. Construction of 36<sup>th</sup> Street extension by the Kent County Road Commission is underway.

### **US-31, Holland to Grand Haven, Ottawa County**

Environmental clearance and a conceptual phasing plan are expected to be completed in 2005. The recommended alternative includes a new freeway east of the current alignment and improvements to the existing roadway in Grand Haven and Holland. A land use study of Ottawa County was included as a part of the environmental clearance document to highlight the opportunity for local land use coordination which could help manage current and projected growth in the County along the corridor. Design has been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

**I-196 / Chicago Drive (Baldwin St.), Interchange Modification, Kent and Ottawa Counties** The environmental clearance process to evaluate modified access to I-196 for this interchange has been initiated and is planned for completion in 2005. The design will begin immediately following the environmental clearance. Right-of-way acquisition and construction activities have been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

**I-196 / I-96 Corridor Improvements, Grand Rapids, Kent County**

Environmental clearance activities for the I-196/I-96 corridor, including the area of I-196 from US-131 to I-96, I-96 from Leonard to Cascade, and M-37/M-44 (East Beltline) from M-21 to Knapp Street, in the City of Grand Rapids and Grand Rapids Township are underway. These activities began in 2004 and will identify needed mainline and interchange improvements and resulting impacts along some segments of the corridor. The environmental clearance is planned to be completed in 2005, and will be used in decisions regarding future corridor preservation projects and freeway modernization activities.

**Aeronautics and Transit**

Construction of the new 6000 foot runway at **Tulip City Airport** in Holland will be completed during FY2005.

# 2005-2009 ROAD & BRIDGE PROGRAM

GRAND COUNTY	CAPACITY IMPROVEMENT		P.F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
	ROUTE (COMMON NAME)										
KENT	I-196			MARKET AVENUE TO I-96 AND LEONARD STREET TO M-21	MISCELLANEOUS		EPE				
KENT	I-196 (Gerald R Ford Freeway)			AT CHICAGO DRIVE INTERCHANGE	MAJOR WIDENING		EPE				
KENT	I-196 (Gerald R Ford Freeway)			AT CHICAGO DRIVE INTERCHANGE	MAJOR WIDENING			PE	PE		
KENT	I-96			AT 36TH STREET	NEW INTERCHANGE OR STRUCTURE	1.879	CON	CON			
KENT	I-96			AT 36TH STREET	NEW INTERCHANGE OR STRUCTURE		ROW				
KENT	I-96			AT 36TH STREET	NEW INTERCHANGE OR STRUCTURE		PE				
						1.879					

# 2005-2009 ROAD & BRIDGE PROGRAM

GRAND	NEW ROADS (CAPACITY EXPANSION)									
COUNTY	ROUTE (COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
KENT	M-6		DIVISION AVENUE TO WEST OF PATTERSON AVENUE	NEW ROUTES	5.456	CON				
KENT	M-6		DIVISION AVENUE TO I-96 INTERCHANGE	NEW ROUTES	15.189	CON				
KENT	M-6		60TH STREET TO EAST OF THORNAPPLE RIVER DRIVE	MISCELLANEOUS	0.622	CON				
KENT	M-6		I-96 INTERCHANGE TO WEST OF DIVISION AVENUE	NEW ROUTES	14.833	CON				
KENT	M-6 (Future W M 6)		OVER HANNA LAKE AVENUE	NEW ROUTES	0.000	CON				
KENT	M-6		WEST OF JACKSON TO EAST OF BURLINGAME AVENUE	NEW ROUTES	6.568	CON				
KENT	M-6		EAST OF BURLINGAME EAST AND WEST OF DIVISION	NEW ROUTES	5.155	CON				
OTTAWA	M-6		OVER M-6 WESTBOUND AND I-96 EASTBOUND	BRIDGE REPLACEMENT	0.140	CON				
OTTAWA	M-6		OVER M-6 WB AND I-96 EB	BRIDGE REPLACEMENT	0.140	CON				
OTTAWA	US-31		I-96 TO I-96	MISCELLANEOUS		EPE				
					48.103					

## **Bay Region**

In the Bay Region, a priority is to continue to provide transportation services to the region's agricultural industry. By doing so, the region's status is preserved as a leading producer of sugar beets and worldwide exporter of beans. The highways of the Bay Region also serve the Flint, Saginaw, Bay City and Midland industrial centers and serve as primary routes for tourism as well as international trade corridors.

### **Major Road Improvements**

#### **M-15 between I-75 and I-69, Oakland and Genesee Counties**

Environmental clearance is nearly complete for a future widening of M-15 in northern Oakland County and eastern Genesee County. An access management study will be completed in 2005. Funding for additional project phases has not been identified to date.

#### **US-127 / North of St. Johns to Ithaca, Clinton and Gratiot Counties**

The re-evaluation of the previously approved Environmental Impact Statement and the preparation of final right-of-way plans are scheduled for completion in 2005.

The remaining design activities and the acquisition of right-of-way are being deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding. No construction funds have been identified and no construction dates have been targeted.

#### **M-84 / Pierce Road in Saginaw County to Delta Road in Bay County**

This project consists of reconstruction and widening of M-84 from a two-lane road to four-lane boulevard from Pierce Road in Saginaw County to Delta Road in Bay County. Construction began in September 2003 and northbound lanes were completed in 2004. Construction of southbound lanes will be completed in 2005.

#### **M-84 / Delta Road to Euclid Avenue in Bay County**

This project is a reconstruction of the existing two-lane road as a combination five-lane and three-lane cross section, from Delta Road to M-13 (Euclid Avenue) in Bay City. This project has been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding. MDOT has secured the right of way for future construction.

#### **M-24 / I-69 to Pratt Road, Lapeer County**

This project is a reconstruction and widening of M-24 from a two-lane road to a four-lane boulevard, from I-69 in Lapeer Township to Pratt Road in Metamora Township, Lapeer County. Environmental clearance has been completed. Design and right of way acquisition will continue in 2005, with construction planned for 2005, 2006, and 2007.

This project will improve safety and reduce congestion on this road segment. In 2004, Lapeer and Metamora Townships adopted an access management plan, which will enable implementation of the improvements identified in the FEIS, and maintain efficient future operations along the segment from I-69 to Pratt Road.

**M-24 / Pratt Road to south Lapeer County Line, Lapeer County**

This project is a reconstruction and widening of M-24 from a two-lane road to a four-lane boulevard, from Pratt Road to Brauer Road in southern Lapeer County. Design will continue for this project in 2005, with right of way and construction phases deferred pending reasonable assurance of achieving and sustaining system condition goals, and identification of additional funding. An access management study was conducted in 2004 and adopted by the two townships along the corridor. The access management plan is a precursor to implementing the improvements identified in the environmental document, as well as maintaining efficient operations along the segment from I-69 to Pratt Road.

**Aeronautics and Transit**

In addition to the more traditional uses, the **Flint Mass Transportation Authority (MTA)** intends to purchase Intelligent Transportation System (ITS) support equipment in FY2005 and install a robotic fueling system.

## 2005-2009 ROAD & BRIDGE PROGRAM

### BAY CAPACITY IMPROVEMENT

COUNTY	ROUTE (COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
BAY	M-84		NORTH DELTA ROAD TO EUCLID AVENUE	MAJOR WIDENING		ROW				
BAY	M-84		NORTH OF PIERCE ROAD TO SOUTH OF DELTA ROAD	MAJOR WIDENING	2,980	CON	CON			
LAPEER	M-24		PRATT ROAD TO SOUTH OF I-69	MAJOR WIDENING	4,884	CON	CON	CON	CON	
LAPEER	M-24		PRATT ROAD TO SOUTH OF I-69	MAJOR WIDENING		ROW				
LAPEER	M-24		PRATT ROAD TO SOUTH OF I-69	MAJOR WIDENING		PE				
LAPEER	M-24		BRAUER ROAD TO PRATT ROAD	MAJOR WIDENING		PE				
					7,874					



# 2005-2009 ROAD & BRIDGE PROGRAM

BAY NEW ROADS (CAPACITY EXPANSION)									
COUNTY	ROUTE (COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008
GRATIOT	US-127		NORTH OF ST. JOHNS TO ITHACA	MAJOR WIDENING		PE			
					0.000				

## **Southwest Region**

The Southwest Region is the state's fruit basket, thanks to the moderating climate effect of Lake Michigan. The region is traversed by I-94, an important international trade corridor linking Port Huron and Detroit to Chicago and Toronto. This makes the Southwest Region an ideal location for many industries, particularly those supporting the automobile manufacturing industry. To bolster industries and commerce important to the region and the state, project selection emphasizes freeway improvements and modernization.

The Southwest Region also boasts a significant tourist trade. To welcome visitors to Michigan, MDOT's Southwest Region has improved most highway entrances into Michigan, with an additional entrance improvement on US-31 scheduled for 2006.

## **Major Road Improvements**

### **US-31, Napier Road to I-94/I-196, Berrien County**

The final segment of this new limited access freeway received environmental clearance from the Federal Highway Administration in 2004. The design phase is underway and will continue through 2006. Right of way acquisition is also ongoing and will continue until the approved funding amount is expended.

The construction phase and any remaining right of way acquisitions are deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding. Napier Avenue, the temporary connection between US-31 and I-94, is adequately handling traffic demands.

### **I-94, US-131 to Sprinkle Road, Kalamazoo County**

The segment of I-94 between US-131 and Sprinkle Road in the Cities of Kalamazoo and Portage was identified in the 2000 Kalamazoo Area Freeway Needs Study as the section most in need of widening. Environmental clearance and the design phase were completed in 2004. Funding for the construction phase has not yet been identified.

### **US-131, State Line to North of Three Rivers, St. Joseph County**

The environmental clearance is underway and is expected to be complete in 2005. A public hearing will be held in early 2005. MDOT is actively soliciting input from the local units of government regarding their willingness to participate in an effort to update land use plans and zoning requirements to improve the safety for the entire corridor. Upon completion of the environmental clearance phase, MDOT will review funding opportunities for subsequent project phases along the corridor.

**I-94 Business Loop, Battle Creek, Calhoun County**

Proposed improvements to I-94 BL include the widening of Dickman Road (relocated I-94 BL) to 5 lanes from I-94 to Main Street and to 3 lanes between Main Street and Elm Street. The intersection of Elm Street (relocated I-94BL) and Michigan Avenue would receive minor geometric improvements as part of this plan. The design, right of way acquisition and construction have been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

**Aeronautics and Transit**

During FY2005, wetland mitigation and the right-of-way acquisition near the **Southwest Michigan Regional Airport** in Benton Harbor will continue in preparation for the construction of a runway extension to 6000 feet and standard runway safety areas.

# 2005-2009 ROAD & BRIDGE PROGRAM

SOUTHWEST		NEW ROADS (CAPACITY EXPANSION)									
COUNTY	ROUTE (COMMON NAME)	P. F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009	
BERRIEN	I-94 EB		BRITAIN AVENUE TO I-196	NEW ROUTES		PE					
BERRIEN	US-31 REL		NORTH OF NAPIER ROAD TO I-94	RELOCATION		ROW	ROW	ROW			
BERRIEN	US-31 REL		NORTH OF NAPIER ROAD TO I-94	RELOCATION		PE	PE				
BERRIEN	US-31 REL		NORTH OF NAPIER ROAD TO I-94	NEW ROUTES		PES	PES				
ST. JOSEPH	US-131		STATE LINE TO NORTH OF THREE RIVERS	RELOCATION		EPE					
					0.000						

## **University Region**

The University Region is home to the state capitol and governmental functions, institutions of higher learning, including the state's two largest - the University of Michigan and Michigan State University, industrial and commercial centers and agricultural lands. This wide array of customers who depend on the surface transportation system provide exciting challenges for MDOT to continually find better ways to understand and meet their most important needs.

## **Major Road Improvements**

### **M-59 / I-96 to Old US-23 (Whitmore Lake Road), Livingston County**

The Final Environmental Impact Statement for widening this segment of M-59 was completed in 2004, and the Record of Decision approval from the Federal Highway Administration is expected in 2005. Also, in 2005, MDOT will proceed with the design phase and continue right-of-way acquisition. Right-of-way preservation has been ongoing for several years in this rapidly developing corridor. Construction has been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

### **I-94 / from M-60 to Sargent Road, Jackson County**

The Final Environmental Impact Statement is currently under way and is scheduled to be completed in 2005. The recommended alternative will establish a corridor improvement strategy and recommend a plan of action for modernizing and ultimately widening the I-94 freeway throughout the urban area. No funds have been identified to undertake these improvements.

### **I-94 / Baker Road, Washtenaw County**

This project involves the reconstruction of the existing interchange and the addition of new ramps in response to traffic congestion at this interchange. Heavy truck traffic combined with recent growth in the area generated the need for this project. The environmental clearance and right-of-way acquisition work for this project have been completed. Construction has been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding. An adjacent improvement, the I-94 Interchange at Zeeb Road was completed in 2003.

### **US-12 / Saline East City Limits to Munger Road, Washtenaw County**

US-12 is predominantly two-lanes in this location and congestion is increasing due to development in south-central Washtenaw County. MDOT has worked with local communities and citizens to evaluate potential improvements, and completed an environmental assessment, which identified a preferred alternative. The proposed improvement is a combination of a four-lane boulevard and a five-lane roadway along the current US-12 alignment. In late 2004, FHWA issued a Finding of No Significant Impact (FONSI) for MDOT's recommended alternative.

MDOT will continue working on developing mitigation plans for the required wetland mitigation for this project. No further funding has been identified for future phases of this project.

### **US-127 / North of St. Johns to Ithaca, Clinton and Gratiot Counties**

The re-evaluation of the previously approved Environmental Impact Statement and the preparation of final right-of-way plans are scheduled for completion in 2005. The remaining design activities and the acquisition of right-of-way are being deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding. No construction funds have been identified and no construction dates have been targeted.

### **US-23 / M-14 to I-96, Washtenaw and Livingston Counties**

In 2002, the department initiated a study of the US-23 corridor between I-96 and Ann Arbor. Environmental clearance activities were subsequently deferred in 2003. When re-initiated, the study will examine existing conditions and future needs within the corridor. Environmental clearance and design have been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

### **Aeronautics and Transit**

Construction of the new 5000 ft. runway at **Livingston County Airport** in Howell will begin in 2005.

The extension of the primary runway at Lansing's **Capital City Airport** to 8000 ft. is also scheduled to begin in 2005.

**The City of Adrian** will begin design and construction of a transit facility. They plan to award the design contract in spring of 2005. They have an option agreement to purchase property they have earmarked for the facility, and have been awarded an Environmental Protection Agency (EPA) grant to clean up contamination on the site.

**Ann Arbor Transportation Authority (AATA):** AATA will be modifying and expanding services in 2005 to provide the groundwork for a county-wide transit service and funding initiative in 2006. Service changes will include unlimited access to the University of Michigan; the A-Ride service, which provides door-to-door service for people with disabilities and seniors, will be provided through a contractor; and the implementation of a pilot subscription bus service oriented to commuters. Efforts will also be initiated for the development of a comprehensive long-range plan for the development of five to ten park and ride lots outside of Ann Arbor.

**Capital Area Transportation Authority (CATA):** CATA's ridership has doubled -- providing more than 8 million rides a year, since it took over service at Michigan State University a few years ago. To meet passenger demand, CATA plans to purchase three 60-foot articulated buses for its most heavily traveled routes. CATA also plans a major facility renovation. The agency currently houses about 17 paratransit employees in a temporary trailer on its site. The renovation would bring the paratransit staff into the main facility, as well as remodel to provide administrative efficiencies.

**City of Jackson Transportation Authority (JTA):** More than a third of JTA's fleet of 58 vehicles have reached or exceeded their expected service life. In FY2005, the agency will replace seven medium-duty buses and seven minivans.

# 2005-2009 ROAD & BRIDGE PROGRAM

UNIVERSITY		CAPACITY IMPROVEMENT								
COUNTY	ROUTE (COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
JACKSON	I-94 (E I 94)		M-60 TO SARGENT ROAD	MAJOR WIDENING		EPE				
LIVINGSTON	M-59		MICHIGAN AVENUE TO WHITMORE LAKE ROAD	MAJOR WIDENING		PE	PE	PE		
LIVINGSTON	M-59		EAST OF I-96 TO MICHIGAN AVENUE	MAJOR WIDENING		PE				
LIVINGSTON	M-59		MICHIGAN AVENUE TO WHITMORE LAKE ROAD	MAJOR WIDENING			ROW	ROW		
LIVINGSTON	M-59		I-96 TO OLD US-23	MISCELLANEOUS		EPE				
WASHTENAW	US-12 (E Michigan Ave)		EAST CITY LIMITS OF SALINE TO MUNGER ROAD	MAJOR WIDENING		EPE				
					0.000					



## **Metro Region**

The Metro Region serves four counties in southeastern Michigan, including, Wayne, Oakland, Macomb and St. Clair counties. These four counties encompass 161 cities and townships that are served by state trunklines. The state's largest population and the oldest and busiest freeways are within the Metro Region. Forty-three percent (43 percent) of the Vehicle Miles Traveled (VMT) on Michigan's freeway system occur in this region. Since the Metro Region has the largest population concentration in the state, much of the land is being developed or re-developed at a rapid pace to accommodate growth. This includes increasing densities of land use adjacent to existing freeway rights of way. Widening of existing freeway right-of-way to increase capacity are becoming increasingly difficult without costly residential or commercial displacements. Therefore, the department must be able to consider alternatives to address congestion to meet long term demand and move people and commerce safely and efficiently.

The Metro Region is unique in that although it is composed of only four counties, it is the home to three international border crossings that include the Ambassador Bridge in Detroit, the Blue Water Bridge in Port Huron and the Detroit-Windsor tunnel in Detroit.

The Ambassador Bridge is the busiest commercial border crossing in North America, the Blue Water Bridge is the second busiest commercial crossing in North America and the Detroit-Windsor Tunnel continues to be the second busiest passenger crossing on the United States-Canada border. MDOT will continue to improve international border crossings in the region to facilitate the flow of trade across the Canadian border and bordering states.

## **Major Road Improvements**

### **I-94 / East of I-96 to east of Conner Avenue, Detroit, Wayne County**

Environmental clearance is near completion for the rehabilitation of a seven-mile segment of I-94, including reconstruction of the I-94 interchanges with I-75 and M-10 and 67 bridges. In response to concerns expressed at a series of public hearings, the recommended alternative has been modified to require less land, while providing an eight lane cross section and continuous service drives in each direction. Design has been deferred pending reasonable assurance of achieving and sustaining statewide system condition goals and the identification of additional funding.

### **I-75/I-96/Ambassador Bridge Gateway, Detroit, Wayne County**

The Ambassador Bridge handles the largest volume of international freight of any border crossing in North America. This project will reconstruct I-75 and I-96 from south of West Grand Boulevard to just north of Michigan Avenue, in the City of Detroit, and provide new direct access ramps from the Ambassador Bridge to I-75 and I-96. Environmental clearance for the project was obtained in 1997.

While construction has been completed on the first two phases of this project, the remaining two phases of construction on the direct access ramps and the mainline freeways are expected to begin by late 2005.

This will include construction of a “signature” pedestrian bridge connecting East and West Mexicantown across I-75/I-96, along with extensive landscaping and other architectural treatments as part of the context sensitive design elements. Completion of the project is expected in 2007.

#### **Detroit Intermodal Freight Terminal (DIFT), Wayne County**

Several options for the development of a regional freight terminal or terminals to support the economic competitiveness of southeast Michigan currently are being explored in collaboration with local communities and other stakeholders. The existing terminals are at, or near, capacity and demand is expected to grow during the next 20 years. A draft environmental impact statement for the project, known as the Detroit Intermodal Freight Terminal (DIFT), is being prepared for release in 2005. The project is being considered as a means of ensuring that southeast Michigan has a facility to provide for existing and future intermodal needs and for improving freight transportation opportunities and efficiencies. Of the several alternatives being studied, one is to do nothing.

#### **I-375 / East Detroit Riverfront Access, Detroit, Wayne County**

The environmental clearance for a new interchange connecting I-375 to the East Riverfront Area has been completed. The new interchange will improve access between the Interstate system and the area just east of General Motor’s World Headquarters in the Renaissance Center.

Final design was completed in 2004. Right-of-way acquisition and construction have been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

#### **US-24, Brownstown Township, Wayne County**

US-24 between Vreeland Road and West Road will be reconstructed and widened to include a center left turn lane. Environmental clearance, design and construction have been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

#### **M-59 / Crooks Road, Rochester Hills, Oakland County**

Design is being completed for reconstruction of the M-59/Crooks Road interchange. The existing two-lane bridge is proposed to be replaced with a dual span six-lane bridge to match the new cross section proposed for Crooks Road. In addition, two new loop ramps will be constructed to alleviate congestion caused by left turns to ramps onto M-59. Design is expected to be completed in 2005. Right-of-way acquisition and construction have been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

#### **M-59 / Crooks Road to Ryan Road, Oakland and Macomb Counties**

The environmental clearance phase for widening M-59 from a four-lane to a six-lane freeway from Crooks Road to Ryan has been completed. Design and construction activities have been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

**I-96 / Beck Road, Novi and Wixom, Oakland County**

This project involves the reconstruction of this interchange utilizing a Single Point Urban Interchange (SPUI) design. This project will convert the existing interchange from a partial to a full access interchange and correct operational problems associated with the existing design. Construction of the project began in 2004 and it is expected to be completed in 2005.

**I-75 / M-59 Interchange, Oakland County**

Environmental clearance has been completed. Initial design activities to determine specific right-of-way requirements are being conducted and will be completed in early 2005. The remainder of the design phase of the project has been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

**The Northwestern Connector, Oakland County**

In 2005, MDOT and the Road Commission for Oakland County (RCOC) will continue work on improved connections between M-10 (Northwestern Highway) and M-5 (the Haggerty Connector). The project will rebuild one mile of Orchard Lake Road as a six-lane boulevard with three modern roundabout intersections, realign 14 Mile Road east of Northwestern highway, and construct a series of six additional modern roundabouts along Fourteen Mile Road and Maple Road.

Environmental clearance for this project was completed in November 2002. Design work began in 2003 and will continue through 2005. The RCOC plans to acquire right-of-way in 2005 and construct the project in 2005 and 2006.

**I-96 / Wixom Road, Wixom, Oakland County**

This project was developed in conjunction with the I-96/Beck Road project. This interchange will be reconstructed with a Single Point Urban Interchange (SPUI) design. The existing interchange is congested due to growth in the area. Environmental clearance for this project has been completed. The department is working with the local communities and developers regarding right-of-way donations for this project. Final design and subsequent project phases have been deferred pending reasonable assurance of achieving and sustaining statewide system condition goals and the identification of additional funding.

**I-696 / Franklin Road, Southfield, Oakland County**

This proposed project will modify the existing interchange at I-696/US-24/M-10 and add two new ramps at Franklin Road to improve access to the area. Environmental clearance, design activities and right-of-way acquisition for this project will be completed by the city of Southfield. This project includes several locally funded components. One of those components, the relocation of Franklin Road, was completed in 2003. There are several design and right-of-way issues that the city must resolve before this project can be completed. MDOT cannot proceed with the construction phase of the project, which includes the new ramps and reconstruction of the freeway in the project area until these issues have been resolved.

**I-75 / 8 Mile Road to M-59, Oakland County**

Environmental clearance is anticipated in 2005 for the widening of this segment of I-75 in Oakland County. This project will add an additional directional lane to I-75 and improve several interchanges within the corridor. Design activities have been deferred pending reasonable assurance of achieving and sustaining statewide system condition goals and the identification of additional funding.

**I-75 /Crooks Road, Troy, Oakland County**

This project will reconstruct the existing interchange and provide additional ramps at Long Lake Road. Preliminary right-of-way plans have been completed. Due to the development of a local controversy regarding this project, the FHWA has requested that the department conduct some additional environmental review. Subsequent design work will resume following the completion of the environmental process. Right-of-way is to be acquired by the City of Troy.

**I-75 / South of Chrysler Dr. to M-24, Auburn Hills, Oakland County**

The project will add collector-distributor roads adjacent to I-75, and reconstruct and modify the I-75/University Drive interchange. Environmental clearance is currently being re-evaluated due to the elapsed time since the original clearance was completed in 1987. Design work is planned to be completed in early 2005. Some right-of-way has been acquired, but the remainder of right-of-way acquisition is deferred.

**M-59 / Adams Road, Auburn Hills and Rochester Hills, Oakland County**

The relocation of the M-59/Adams Road interchange is required to provide proper spacing between this interchange and the new interchange at M-59/Squirrel Road that was constructed to improve access to this area of Oakland County. The environmental clearance process for this project has been completed, and the majority of the necessary right-of-way has been acquired.

This project will be constructed in three phases. Construction of phases one and two of this project was initiated in 2004, and the interchange was opened to traffic in 2004. Phase 3, which includes two ramps for future traffic growth, is currently being designed, but the construction has been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

**M-15 / between I-75 and I-69, Oakland and Genesee Counties**

Environmental clearance is nearly complete for a future widening of M-15 in northern Oakland County and eastern Genesee County. An access management study will be completed in 2005. Funding for additional project phases has not been identified to date.

**M-53 Roundabout Interchange at Van Dyke and 18-1/2 Mile Road, Sterling Heights, Macomb County** This project, cooperatively undertaken by MDOT, Macomb County, and the city of Sterling Heights, includes new ramps to and from the north on M-53, grade separation of the M-53/Van Dyke intersection, a modern roundabout connecting the M-53 ramps to Van Dyke and 18 ½ Mile, and widening of 18 ½ Mile from 2-5 lanes between Mound and Van Dyke. Construction will be completed in early 2005, and the City of Sterling Heights will complete the landscaping.

### **The I-94 Bridge over Black River, St. Clair County**

The I-94 Bridge over Black River, built in 1950, is obsolete and inadequate to meet the demands of increasing traffic. Replacement is needed to provide a modern structure which will meet current and future traffic requirements.

MDOT completed a deck overlay in 2002 to extend the life of the bridge, and began design work for a replacement bridge, but the planning effort was placed on hold pending a decision on the preferred design of the adjacent Blue Water Plaza. When the preferred plaza layout has been determined, planning will resume for a compatible Black River Bridge design.

### **The Blue Water Bridge Plaza Study, St. Clair County**

U.S. and Canadian partners, including MDOT, the Department of Homeland Security, and the General Services Administration, are evaluating options to accommodate inspection and toll collection activities on the US side of the Blue Water Bridge through the year 2030. Rapidly increasing commercial traffic and increased border inspection and security requirements necessitated this cooperative effort. Practical alternatives now under evaluation include elevated, at-grade, and off-site plaza layouts and related road improvements. MDOT expects to complete environmental clearance for a preferred alternative in 2005 or 2006.

**Detroit River International Crossing Study (formerly the Ontario-Michigan Border Transportation Partnership), Wayne County,** In January, 2004, the Ontario-Michigan Border Transportation Partnership completed a Planning, Need and Feasibility Study that documented the need for additional cross border capacity and recommended the pursuit of environmental clearance for a new or upgraded border crossing in the Windsor/Detroit area.

The Ontario-Michigan Partnership will continue oversight of the environmental clearance process, ensuring that federal, state and provincial governments jointly plan border improvements. The environmental study will result in the identification of a recommended alternative(s) which will handle security concerns and support trade and tourism between Canada and the United States in the long term. The schedule calls for completion of environmental clearance by the end of 2007.

### **Other Major Studies**

In urban areas, major preservation activities may require significant environmental review. In the Metro Region, two environmental studies are underway associated with future trunkline preservation work. They include:

### **M-85 Fort St. / Bascule Bridge Project, Wayne County**

An Environmental Assessment to study alternatives for the Bascule Bridge on M-85 over the Rouge River in the City of Detroit has been completed. A public hearing was held in late 2004 to announce the recommended alternative. The project is scheduled for construction to begin in 2007.

**M-102 / M-1 Woodward Bridge Environmental Clearance Study, Wayne County and Oakland County.** An Environmental Assessment of the Woodward Avenue (M-1) bridge over Eight Mile Road (M-102) was completed in 2004. The design phase of the project is scheduled to begin in 2005.

## **Aeronautics and Transit**

**Detroit Department of Transportation (DDOT):** DDOT is currently working on the development of a downtown Detroit Transit Center. The state-of-the-art terminal will include an enclosed waiting area, retail stores, and ticket sales. The facility will be constructed at Times Square and will provide transit users safe, secure, convenient access to the Detroit People Mover, the Suburban Mobility Authority for Regional Transportation (SMART) buses and Transit Windsor. DDOT has completed building design and is currently in negotiations with the property owner to purchase the land. Once the land is purchased, DDOT intends to begin construction. The construction is scheduled to take approximately one year.

DDOT is also undergoing an extensive set of repairs to its aging maintenance facilities. Project items include, but are not limited to, demolition and rehabilitation of existing structures, construction of new structures, asphalt and concrete pavement replacement, traffic and parking studies, lighting and electrical upgrades, new emergency generators, hoist and bay repair and replacement. DDOT has completed work on the Gilbert Terminal which has reopened and DDOT has closed Shoemaker. Work will begin soon at the Shoemaker Terminal and should last for a period of 18 months. The Shoemaker Terminal will not re-open until early in 2006.

**Suburban Mobility Authority for Regional Transportation (SMART):** SMART serves the urban areas throughout the southeast Michigan region. SMART's ridership has increased over the past year. SMART has been able to increase productivity by re-focusing its resources to key service areas. During FY2005, SMART will be developing an 800 phone number and will be concentrating on marketing its Web site. Also, SMART is conducting a study in north Macomb County to see what type of service enhancements it can do there to satisfy its surging population.

# 2005-2009 ROAD & BRIDGE PROGRAM

## METRO CAPACITY IMPROVEMENT

COUNTY	ROUTE/COMMON NAME	P.F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
MACOMB	M-53		27 1/2 MILE ROAD TO 34 MILE ROAD	ROADSIDE FACILITIES - NEW ROUTES	0.000			CON		
MACOMB	M-53		AT 18 1/2 MILE ROAD AND VANDYKE ROAD	MAJOR WIDENING	0.050	CON				
MACOMB	M-53		27 1/2 MILE ROAD TO 34 MILE ROAD	MAJOR WIDENING	7.500	CON				
MACOMB	M-53		27 1/2 MILE ROAD TO 34 MILE ROAD	ROADSIDE FACILITIES - NEW ROUTES			PE			
MACOMB	M-53		AT 18 1/2 MILE ROAD & VANDYKE	ROADSIDE FACILITIES - IMPROVE			PE	PE		
OAKLAND	11 MILE ROAD		FROM FRANKLIN ROAD TO EAST OF HUNTER ROAD	MAJOR WIDENING	0.000		CON	CON		
OAKLAND	ADAMS ROAD RELOCATED		EXISTING ADAMS ROAD TO M-59	RELOCATION	10.11	CON				
OAKLAND	AT RELOCATED ADAMS		EXISTING ADAMS ROAD TO NORTH OF M-59	ROADSIDE FACILITIES - NEW ROUTES	10.11	CON				
OAKLAND	I-686 (Rough Freeway)		AT FRANKLIN ROAD INTERCHANGE	NEW INTERCHANGE OR STRUCTURE	1.085		CON	CON		
OAKLAND	I-75		AT CROOKS ROAD INTERCHANGE	MAJOR WIDENING		PE				
OAKLAND	I-75		NORTH PERMETER ROAD INTERCHANGE TO NORTH OF M-24	MAJOR WIDENING		PE				
OAKLAND	I-75		AT CROOKS ROAD INTERCHANGE	MAJOR WIDENING		ROW				
OAKLAND	I-75		AT M-59 INTERCHANGE	MAJOR WIDENING		EFE				
OAKLAND	I-75		8 MILE ROAD (M-102) NORTHERLY TO M-59	MAJOR WIDENING		EFE				
OAKLAND	I-86		WEST OF M-5 AND SOUTH OF 12 MILE ROAD	MISCELLANEOUS	0.000	CON				
OAKLAND	I-86		AT BECK ROAD INTERCHANGE	MAJOR WIDENING	0.250	CON				
OAKLAND	I-86		AT RELOCATED BECK ROAD	BRIDGE REPLACEMENT	0.000	CON				
OAKLAND	I-86		AT WISOM ROAD INTERCHANGE	MAJOR WIDENING						
OAKLAND	I-86		AT WISOM ROAD INTERCHANGE	MAJOR WIDENING						
OAKLAND	M-59		AT RELOCATED ADAMS ROAD	RELOCATION	0.000	CON				
OAKLAND	M-59		AT CROOKS ROAD INTERCHANGE	BRIDGE - IMPROVE		PE				
OAKLAND	M-59		AT CROOKS ROAD INTERCHANGE	BRIDGE REPLACEMENT		FES				
OAKLAND	M-59		AT ADAMS ROAD	RELOCATION		ROW				
OAKLAND	M-59		AT ADAMS ROAD	RELOCATION		PE				
OAKLAND	M-59 EB		AT SQUIREL ROAD	ROADSIDE FACILITIES - IMPROVE	0.248	CON	CON	CON		
OAKLAND	NORTHWESTERN CONNECTOR (M-)		AT MAPLE & DRAKE, AND AT MAPLE & FARMINGTON ROADS	MAJOR WIDENING		ROW				
OAKLAND	NORTHWESTERN CONNECTOR (M-)		AT 14 MILE, ALONGS ORCHARD LAKE AND OTHERS	MAJOR WIDENING	0.150		CON	CON		
OAKLAND	NORTHWESTERN CONNECTOR (M-)		AT 14 MILE & HUGGERTY, & DRAKE, & FARMINGTON ROADS	MINOR WIDENING	0.000		CON	CON		
OAKLAND	NORTHWESTERN CONNECTOR (M-)		AT MAPLE & DRAKE, AND AT MAPLE & FARMINGTON ROADS	MAJOR WIDENING	0.000	CON	CON	CON		
OAKLAND	NORTHWESTERN CONNECTOR (M-)		AT 14 MILE & HUGGERTY, & DRAKE, & FARMINGTON ROADS	MINOR WIDENING		ROW				
OAKLAND	NORTHWESTERN CONNECTOR (M-)		AT 14 MILE & HUGGERTY, & DRAKE, & FARMINGTON ROADS	MINOR WIDENING		PE				
OAKLAND	NORTHWESTERN CONNECTOR (M-)		AT MAPLE & DRAKE, AND AT MAPLE & FARMINGTON ROADS	MAJOR WIDENING		PE				
OAKLAND	NORTHWESTERN CONNECTOR (M-)		AT 14 MILE, ALONGS ORCHARD LAKE AND OTHERS	MAJOR WIDENING		ROW				
ST. CLAIR	I-94 BLUE WATER BRIDGE		BLUE WATER BRIDGE PLAZA	MISCELLANEOUS		EFE				

# 2005-2009 ROAD & BRIDGE PROGRAM

## METRO CAPACITY IMPROVEMENT

COUNTY	ROUTE(COMMON NAME)	P. F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009
WAYNE	COUNTYWIDE		L. MERNOS JUNCTION YARD	MISCELLANEOUS		EPE				
WAYNE	I-375		JEFFERSON AVENUE WEST TO SOUTH OF I-75	MAJOR WIDENING		PE				
WAYNE	I-75		14TH STREET TO MARTIN LUTHER KING BOULEVARD	MAJOR WIDENING		ROW				
WAYNE	I-75		14TH STREET TO MARTIN LUTHER KING BOULEVARD	MAJOR WIDENING		PE				
WAYNE	I-75		CORRAL RAILROAD OVER I-75 IN DETROIT	MAJOR WIDENING	0.000	CON				
WAYNE	I-75 (Edward J. Jeffers Freeway)		CORRAL AND CANADIAN PACIFIC RAILROADS OVER I-75	MISCELLANEOUS	0.030	CON				
WAYNE	I-75		14TH STREET TO MARTIN LUTHER KING BOULEVARD	MAJOR WIDENING	1.728	CON				
WAYNE	I-75		AT THE AMBASSADOR BRIDGE	MAJOR WIDENING	1.946	CON				
WAYNE	I-75		AT THE AMBASSADOR BRIDGE	MAJOR WIDENING		ROW				
WAYNE	I-75		AT THE AMBASSADOR BRIDGE	MAJOR WIDENING		PE				
WAYNE	I-94		I-96 TO CONNER AVE IN DETROIT	MISCELLANEOUS		EPE	EPE			
					15.735					



# 2005-2009 ROAD & BRIDGE PROGRAM

METRO		NEW ROADS (CAPACITY EXPANSION)									
COUNTY	ROUTE(COMMON NAME)	P.F.	LOCATION	TYPE OF WORK	LENGTH	2005	2006	2007	2008	2009	
OKLAHOMA	I-40 (Hogarty Corridor)		12 MILE ROAD TO NORTH OF 14 MILE ROAD	NEW ROUTES		ROW					
WAYNE	DETROIT RIVER INTNL CROSSING		SE MICHIGAN & SW ONTARIO	NEW ROUTES		EFE	EFE	EFE	EFE		
					0.000						